

RACING EVENTS FOR 1926

MAY, 1926



119 West 40th St.,
New York



Polaris 11, formerly Mystic, one of the N. Y. Y. C. class of fifty-footers, owned by James O. Heyworth of Chicago. Polaris II carries an F4 Scripps engine as auxiliary power which is some job, for the boat is 78 feet long and has 26 tons of lead in keel alone

- June 26.—Races at London, England, for 1½ liter International Class, entries from United States, Canada, France and England.
- June 27.—Colonial Yacht Club, New York, Bear Mountain Handicap Race for Cruisers.
- July 3, 4 and 5.—Annual Regatta, Mississippi Valley Power Boat Association, Louisville, Ky.
- July 4.—Bayhead, Jamaica Bay, Races for 151 cubic inch Hydroplanes.
- July 10.—New York Athletic Club, Long Distance Cruiser Race to Block Island.
- August 7 and 8.—Rockaway Park, Jamaica Bay, Races for 151 cubic inch Hydroplanes.
- August 7 and 8.—Annual Regatta, Miles River Yacht Club, St. Michaels, Maryland.
- August 16.—International 151 cubic inch Hydroplane race, Ottawa, Canada.
- August 21.—Cruiser Championship of America, Manhasset Bay to Stratford Shoal.
- August 21 and 22.—Gold Cup Regatta, Manhasset Bay, N. Y.
- September 4, 5 and 6.—Detroit Regatta.
- September 5.—Broad Channel, Jamaica Bay, Races for 151 cubic inch Hydroplanes.
- September 11 and 17.—Philadelphia, Pa., Sesqui-Centennial Regatta.
- September 12.—Sheepshead Bay Yacht Club, Annual Ocean Race for Cruisers.
- September 18.—President's Cup Regatta, Corinthian Yacht Club, Washington, D. C.
- September 25.—Baltimore, Maryland, Races for 151 cubic inch Hydroplanes.
- October 28.—Annual meeting of American Power Boat Association, Hotel Commodore, N. Y. C.

No. 5

Vol. XXXVII

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—another DAVIS ISLANDS

St. Augustine On the Ocean

Destined to Become One of
Florida's Greatest Developments



One of the tennis courts on Davis Islands, the gem isles in Tampa Bay, developed, improved and sold within one year by D. P. Davis.

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DAVIS SHORES consists of five islands, comprising 1500 acres facing the broad Atlantic on one side and separated from the mainland by the beautiful Matanzas River. This new wonder development is within 2200 feet of St. Augustine, Florida's quaintest and most loved city of true Spanish charm. Fifty million dollars will be invested in the development of these islands under the direction of D. P. Davis, the man who within one year made and sold the now famous Davis Islands in Tampa Bay.

D. P. Davis will duplicate in improving this valuable property what he did to Davis Islands, where magnificent hotels, palatial homes, exclusive apartment houses, community centers, yacht club and other buildings are being built. A program of greater magnitude now being carried out on Davis Shores will place all available homesites on these beautiful islands at a premium in a very short time.

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D. P. DAVIS PROPERTIES Owners and Developers
St. Augustine, Florida

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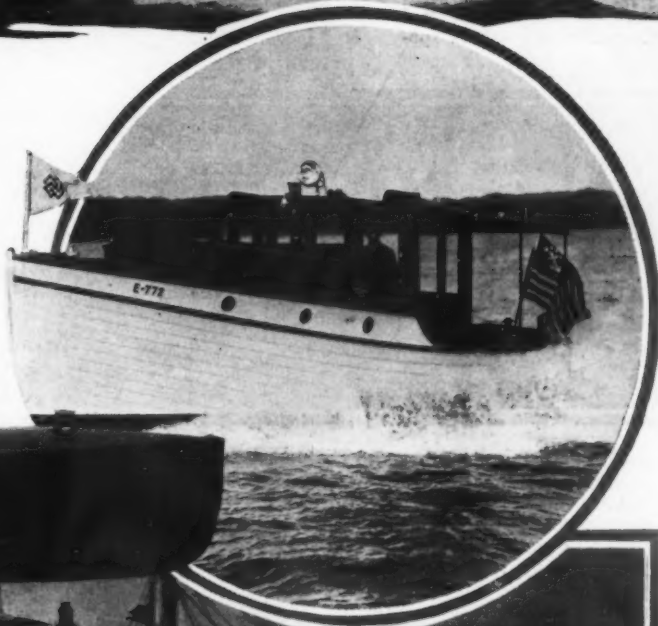
The STOCK BOAT

Boat Builders Throughout the Land Devoting Their Efforts to Building Boats on a Production Basis—Find It Easy to Put a Number of Boats Through Shops at the Same Time

A fast Sea Skiff Sedan cruiser, 34 feet in length, as built by the Banfield Sea Skiff Works, and powered with a 200 h. p. Hall Scott engine



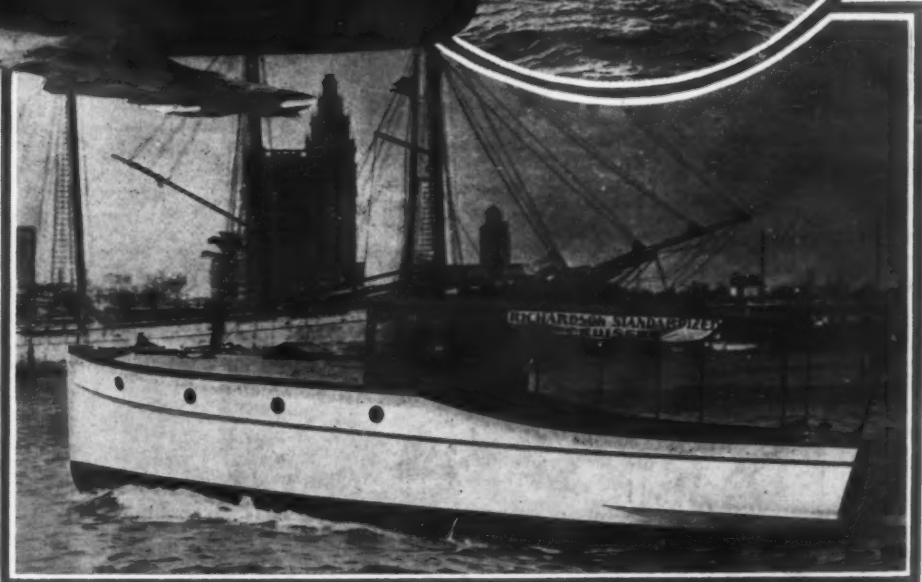
At last the day of the stock boat has arrived. No longer does the boatman who plans to purchase a new boat, find it necessary to look around for a set of suitable drawings from which to build his boat. The progressive boat builder has discovered that yachtsmen are content and satisfied with a first class boat which he is able to supply at a reasonable price. No longer does the yachtsman insist on having his own little individualities carried out in the construction of a boat. There



The 26 foot high-powered runabout, which is being built by the Schillo Boat Manufacturing Company of Chicago

One of the standard types of cruisers built by the Red Bank Yacht Works, Red Bank, N. J., and powered with a suitable high speed engine

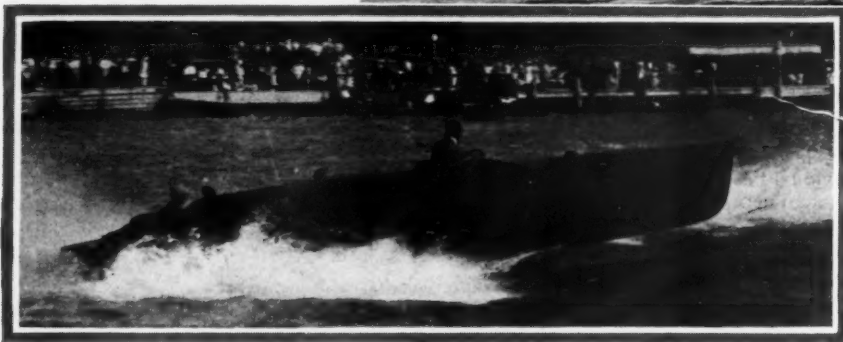
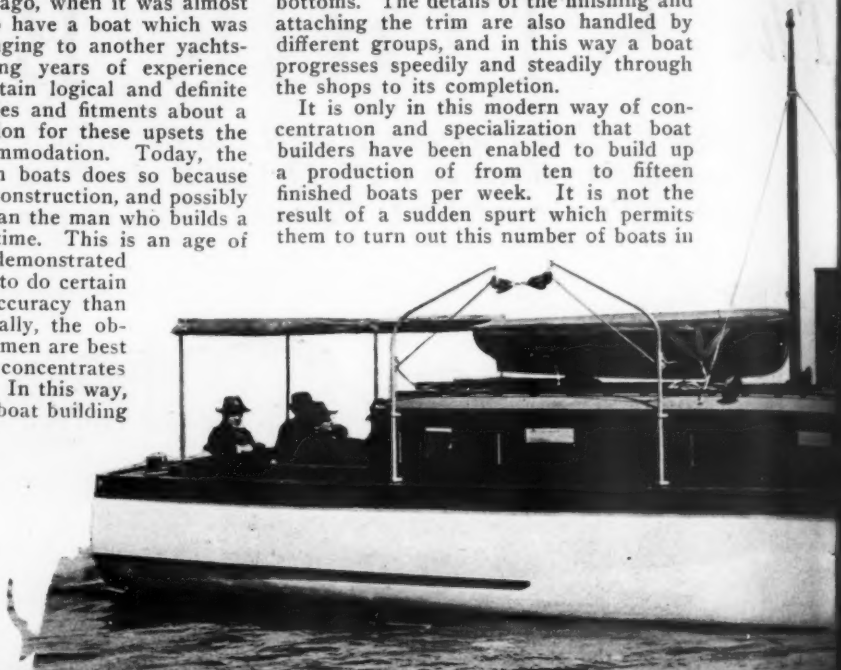
One of the most popular of the slower types of cruiser. A 34 footer built by Richardson of North Tonawanda, following a design which was published in MoToR BoatinG



was a time, not so many years ago, when it was almost considered a criminal offense to have a boat which was exactly like another boat belonging to another yachtsman. However, the intervening years of experience have shown that there are certain logical and definite places for the various accessories and fittings about a boat, and that any other location for these upsets the orderly arrangement and accommodation. Today, the boat builder who builds custom boats does so because he can spend more time on the construction, and possibly turn out a slightly better job than the man who builds a number of boats at the same time. This is an age of specialization, and it has been demonstrated that certain mechanics are able to do certain tasks with greater speed and accuracy than they can do otherwise. Naturally, the observant builder finds out which men are best fitted for the several tasks, and concentrates their best efforts on this work. In this way, you will find in all the modern boat building shops that there are a certain group of men who attend to the work of cutting out the keel and stem pieces, and in this way become proficient and expert at this task. Other sets of men similarly perform the tasks of setting up the frames and molds, while still others spe-

bottoms. The details of the finishing and attaching the trim are also handled by different groups, and in this way a boat progresses speedily and steadily through the shops to its completion.

It is only in this modern way of concentration and specialization that boat builders have been enabled to build up a production of from ten to fifteen finished boats per week. It is not the result of a sudden spurt which permits them to turn out this number of boats in



one week, and then have an interval of several weeks before they turn out any more boats, but rather the steady and consistent production of the stated number week in and week out. When the boatmen of the

cialize in the planking and finishing. In fact, the tasks have become so specialized that one boat plant uses one group of experts for applying the planking to the sides of hull, while a different and possibly more expert crew attend to the planking of the

The stock Baby Gar, fastest runabout made

A 28 foot Sedan type Sea Sled



The little 18 foot runabout built by the Gesswein Boat Company, and powered with a choice of engines

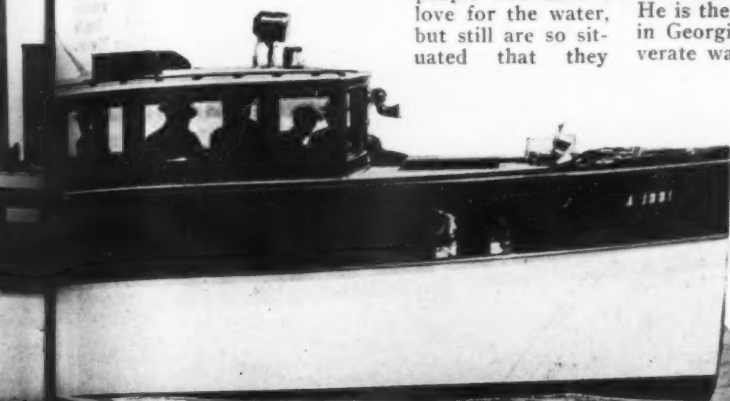
country can absorb the number of boats which are being turned out in the many boat building establishments today, one can safely say that the boat building industry has at last found its own.

For general sporting and boating purposes the various types of runabout still continue to be the most popular types today. There are many bodies of water in which a day's excursion is the limit of the possibilities. Lakes and inland waters provide a large outlet for many runabouts of the fast variety. There are also numerous people who have a love for the water, but still are so situated that they

cannot use a cruiser or slower boat to accomplish their boating. For these the fast runabout offers a suitable means of recreation in their favorite sport.

Again we have the cruising enthusiast who thinks that nothing equals the ability to get off on a boat for a few days at a time, and be entirely independent of all other ties. He is the type that cares not for speed or miles, and is content to explore, leisurely and deliberately his favorite haunts. Again we have the long distance cruiser who enjoys nothing better than to get away for weeks at a time and go off for long cruises to distant points. He is the type who will start at New York and wind up in Georgian Bay, or the Coast of Maine. He is an inveterate wanderer, and is not content to stay in any one spot for any length of time. His chief pleasure is derived in moving from place to place, and he is always itching to go some other place.

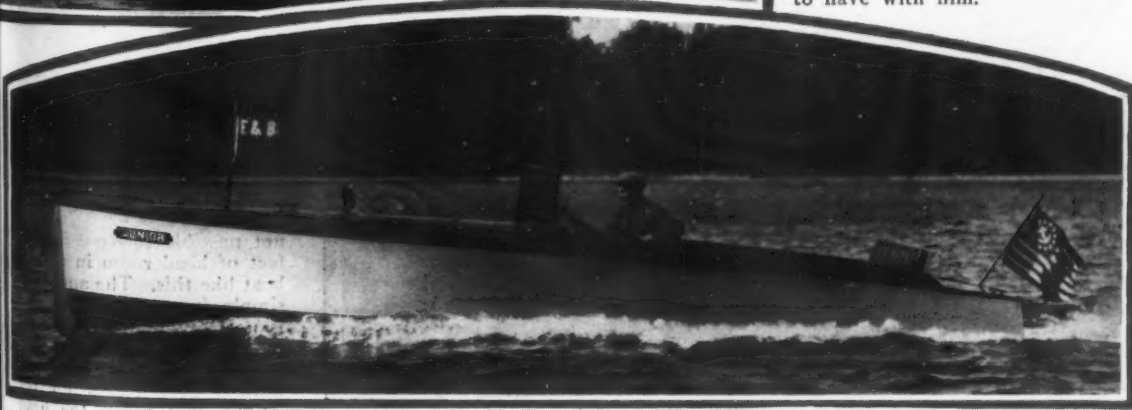
Between the extremes of the high speed runabout boatman, and the slow speed cruising boatman, one will find every conceivable type imaginable. For these, the boat builders of the country have prepared as attractive a group of stock boats as could



The 47 foot A. C. F. Hall Scott powered cruiser, distributed by S. C. Kyle
A fast double cockpit runabout, built by the Dunphy Boat Company
The 22 foot runabout called Sea Dog built by the Toppa Boat Company



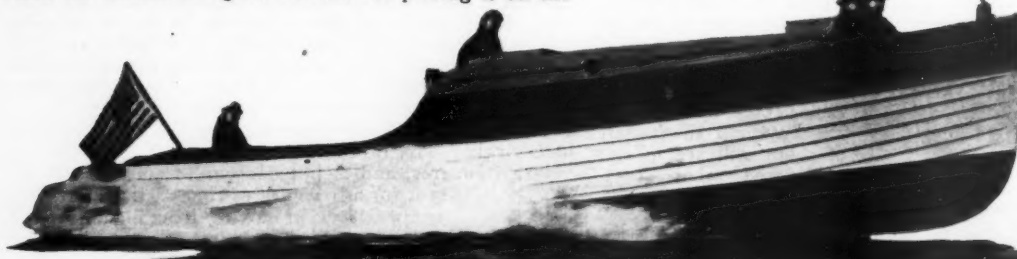
possibly be wished for. It is entirely practical to purchase today a stock boat which will move at a nice leisurely rate or one which will move with the speed of an express train. Small cruisers are being built in sizes from 23 feet upwards, and which will accommodate a crew of two, to as many as the fondest entertainer will wish to have with him.



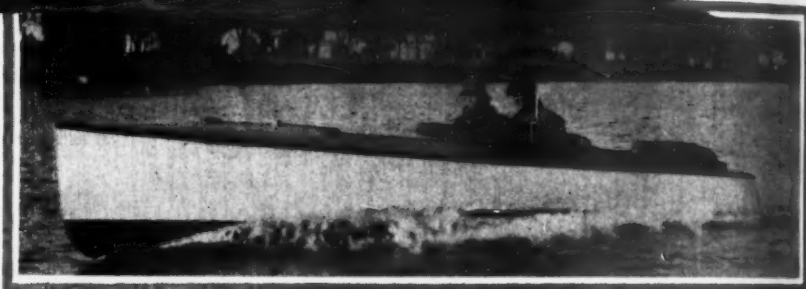
The Fay & Bowen Junior runabout equipped with their LN 41 marine engine

What difference does it make to the person who is to occupy a berth as to whether it is 6 foot 2, or 6 foot 6 inches in length, so long as it is comfortable and suitable for the purpose intended? Or why is it necessary to specify that the galley shall be on the starboard side, when the builder has good reasons for placing it on the

The 34 foot Consolidated Play Boat powered with a 180 h.p. Speedway engine

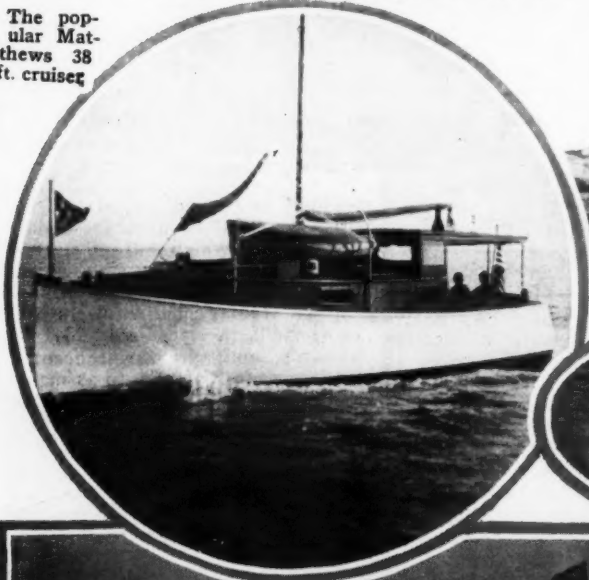


The 21 foot Cady powered runabout built by the Everett Hunter Boat Company



port side? In the last analysis, all of these minor differences of opinion as to the location of the lockers, galley, stove, and other incidentals are trivial, and it makes no difference in the comfort of the boat, where they are placed, as long as the position is a correct one. The experience of the builder includes the combined opinions of many previous purchasers, and you can be sure that the boat which he sells has included in it all of the conveniences which are possible and practical in a craft of that size. One must be reasonable in his demands on the builder. It stands to reason that a little boat of only 23 or 26 feet in length, which is small enough, as a cruising craft, can hardly be expected to furnish the same conveniences and spaces possible in a larger boat. Many people ask why it is

The popular Matthews 38 ft. cruiser



The 36 foot Greenport cruiser with Pease engine



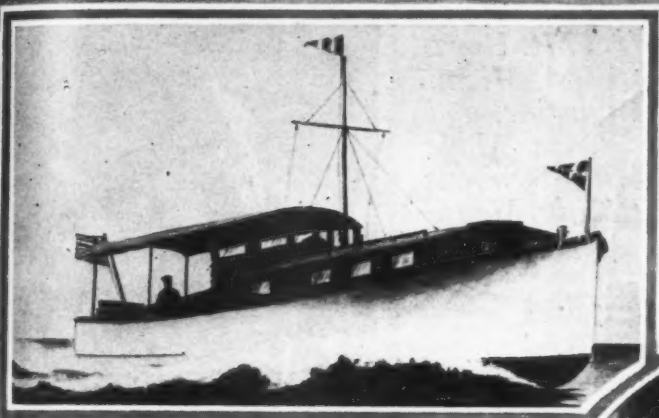
One of the many Mullins Boats built of steel plate



One of the very fine Belle Isle Bear Cats with Hall Scott engines

not possible to have full six feet of head room in a little boat like this. The answer is simple, inasmuch as the boat is not big enough to accommodate this height, the only solution is to make a boat of normal proportions for the length, and allow the head room to come as it will. It is

The Dodge 22 foot water car of which many have been built



The J. W. 38-ft. standardized cruiser

perfectly natural to recognize the fact that a yachtsman who wants to secure accommodations for from eight to ten people, must provide himself with a vessel big enough to allow this. It is not possible by any stretch of the imagination, to provide sleeping accommodations for this number of people in a boat only 30 odd feet long.



The Dachel Carter 21 foot sport runabout

It must be understood in the beginning that a 30 foot boat can accommodate as many as four persons and that a 35 footer could accommodate about six. More than this will require a larger boat all the way through, with greatly increased facilities.

A much discussed question is the one which attempts to define a stock boat. It is our opinion that the correct answer to this is such, that a

(Continued on page 58)



The 26 foot Indian Lake runabout is fast



The Chance runabout built at Annapolis, Md.

When the World Laughs

The Florida Racing Season Is Over for 1926 But Its Memories Will Never Die. Regattas at Palm Beach, Sanford, Mt. Dora, Tampa, Key West, Miami Beach, St. Augustine, and Jacksonville Have Made the Winter a Strenuous One for Racing Men



Richard F. Hoyt of New York, who drove one of the Biscayne Babies in the Miami Beach Regatta. Mr. Hoyt is the owner of Teaser, the world's fastest runabout which is powered with a Wright Typhoon engine



Dr. F. B. Felt and C. W. (Pete) Chase, Jr. Dr. Felt for many years has been in charge of the Chance Race at the Miami Beach Regatta. Mr. Chase has acted as Secretary of the Regatta Committee. To both of these gentlemen was due in a great measure the credit for the many successful races in the South

Watching the races, under the Palms. Vic Kliesrath, driver of Baby Shadow; Webb Jay, owner of Adieu, and Henry R. Sutphen, President of the National Association of Boat and Engine Manufacturers

gh and

Plays



Howard W. Lyon of New York, whose Baby Gars contributed largely toward the success of both the Miami Beach and Palm Beach Regattas this winter



W. J. Conners of Palm Beach and Buffalo, the grand old man of racing. Mr. Conners had his racing boats at Palm Beach, Tampa, Miami Beach and Havana and won often

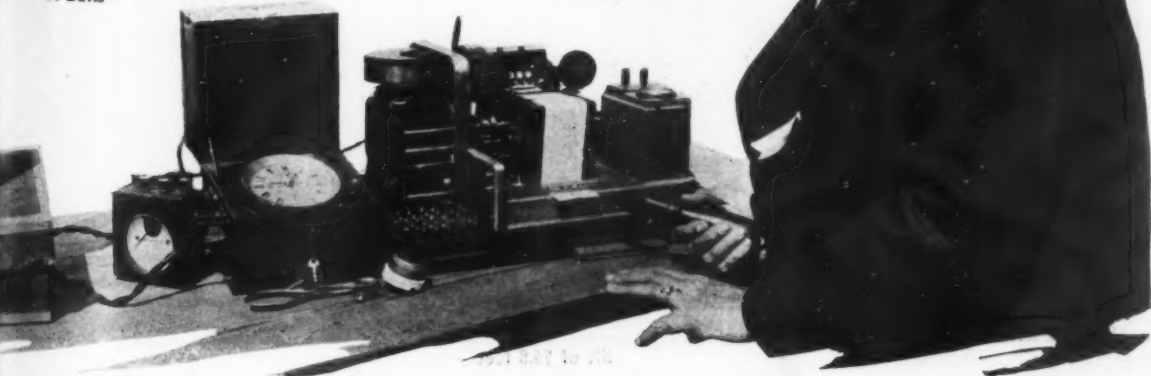


A. R. Knauer starts the one design class and Commodore A. A. Schantz, acts as Chairman of the Judges' Committee at all important Florida races as usual



Some of the workers at the Regatta, William McP. Egelow of Palm Beach, William Bruns, New York, Ira Hand and Commodore Jack Thorne of Buffalo giving the results of the Tampa races to Mrs. D. P. Davis

Odis A. Porter of Indianapolis who acted as Timer at both the Tampa and Miami Beach Regattas. The delicate timing apparatus can be seen



ACROSS AMERICA ^{by} Motor Boat

By John Edwin Hoag

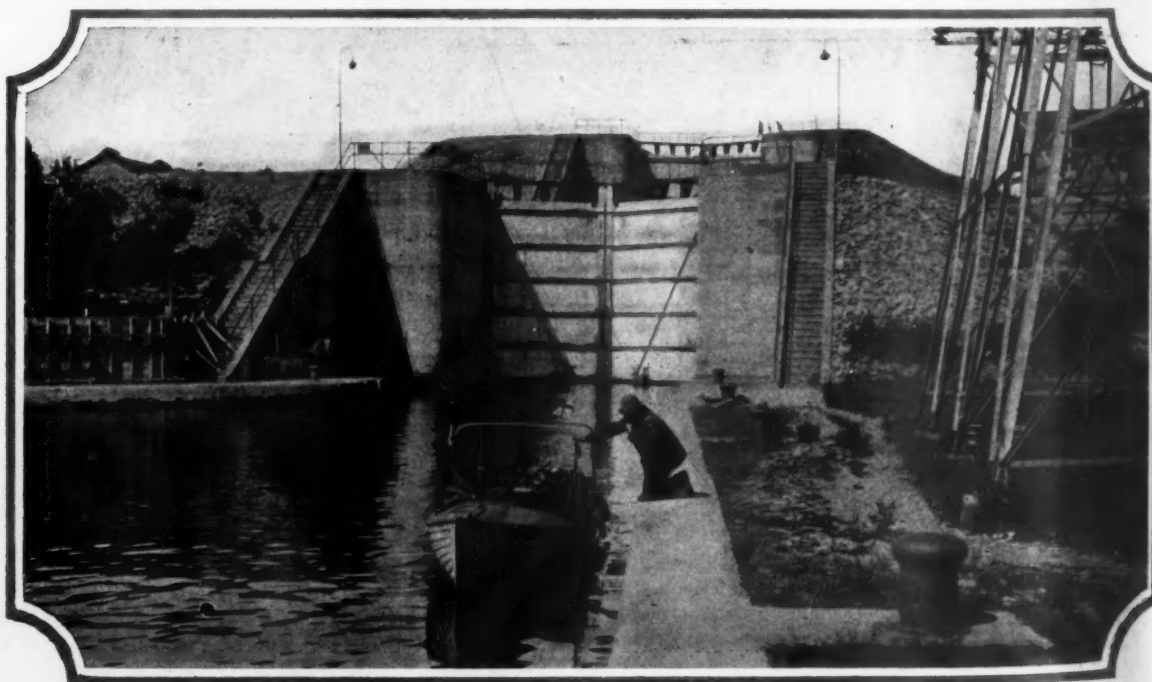
The Story of Transcontinental's Journey from the Pacific Ocean at Astoria, Oregon, Began in December MoToR BoatinG and Has Been Carried on in Successive Issues, Bringing the Boat Down 2,284 Miles of Treacherous Missouri River Waters to the Mississippi. In March the Journey Was Continued Up the Illinois, Through Lake Michigan and Lake Huron, to the Georgian Bay Entrance of the Trent Waterways at Port Severn, Ontario

PART V

THE Trent Waterways are sometimes spoken of as The Trent Canal, and The Trent Valley Canal. The Canadians prefer Trent Waterways, and I agree with them, because that name is the most descriptive. The route is 250 miles in length, but only 32 miles of it is excavated canal prism. It is in reality a waterway for small craft plying between Georgian Bay and Lake Ontario directly across the Province of Ontario, and is a chain of lakes and rivers, improved for navigation and hydro-electric development. The part of it is really what might be called Canal is the scanty mileage where it was necessary to dig ditches to connect the various lakes and rivers. The route embraces a magnificent variety of water levels over which shipping is carried through a total of 46 locks. Of these locks, two are hydraulic lift locks, two are marine railways, and the remainder—ordinary float locks.

So much descriptive matter has been written and pub-

lished concerning the Trent Waterways that it seems unnecessary to go into a lengthy description of them here. I will say, however, that the waterway is a monumental piece of work, and one from which other countries may gain valuable knowledge. Considering the population of Canada, and the amount of money that the Dominion Government had available for carrying out the project, it is all the more commendable. Prior to our arrival in the Trent Waterways we had been through a few locks and canals in the United States, and one would have to be blind to refrain from drawing comparisons. Without exception the construction work of our own waterways in the states had been cheap, slipshod, and temporary—locks made of wood, or of concrete containing so much sand and so little cement that there was nothing permanent about them. In the Trent Waterways, in bold contrast to such works as seen in our own country, we found locks and other construc-



Healey Falls Locks in the Trent Waterway. These are the highest float locks in the entire system, the two having a total lift of 75.8 feet

tion work built of solid masonry or honest concrete which will still be in service when the great-grandchildren of the men who did the work will have gone to the dust from which the Maker created them. A cruise through the Trent Waterways is an eye-opener to any bigoted American who carries the delusion that only in his own country is anything worth while ever done.

On September first,



Transcontinental in the Trent Waterway Lock at Bobcaygeon

the day that Transcontinental cruised up the Severn River, which forms the last few miles of the extreme western end of the Trent Waterways, the wind blew a howling gale. The weather was fair, but the atmosphere was thick with smoke from nearby forest fires fanned to fury by the high wind. Most parts of the Severn River are so narrow that a rock could be hurled ashore almost anywhere. But, there are a few wide places where the impounding of the river for hydro-electric development and the improvement for navigation has spread the water through surrounding lowlands. One of the first of these places we encountered was Gloucester



Transcontinental going over the marine railway at Big Chute



A floating drawbridge—the only bridge of its kind among the 53 bridges that span the channel



Mr. and Mrs. J. W. Shelly and their boat at Bobcaygeon, Ontario

Pool, quite a sizeable lake, where the wind was sweeping down the length of it to kick up one of those nasty, choppy, little seas, for which these small inland bodies of fresh water are infamous. We got soaked to the skin with flying spray before we ran the length of Gloucester Pool, and were glad when we reached the warm sunshine and modified breeze of the narrow reaches of the river again.

The current in this portion of the Severn River is very moderate—probably not more than one mile per hour on the aver-



age. But, there are a few places where the river flows between narrow, rocky walls that the current becomes quite noticeable. One of the most vigorous of these places is encountered just below the first marine railway at Big Chute, 8 miles above Port Severn. Studying the chart of this section, I was somewhat perturbed by the narrowing down of the channel at that point, and a notation on the chart reading: "swift current—proceed cautiously, and steer close to log boom on right bank." Arriving at the narrows, however, I discovered that I'd been crossing a bridge that really didn't exist. The dreaded rapid was only a riffle of gently sloping water, up which the Transcontinental walked as if she'd merely encountered a little heavy going. With a shock-breaking boom of logs strung down both banks to keep boats off the rocks, losing steering way, or even a motor failure didn't appear to be a thing much to be dreaded. After we were up the riffle, I looked at the chart again, and chuckled to myself at the careful forethought and caution of the Canadians. We'd come through hundreds of rapids that were a hundred times more dangerous than this one—and, nobody had taken the trouble to chart a warning of danger, or string log booms to protect the paint and planking of our battered little cruiser.

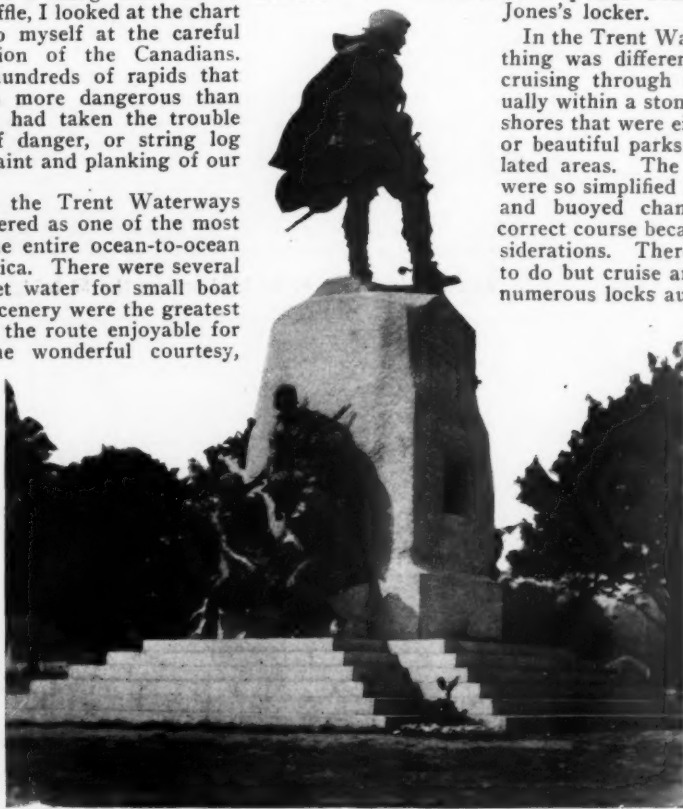
Our cruise through the Trent Waterways will always be remembered as one of the most pleasant portions of the entire ocean-to-ocean run across North America. There were several reasons for this. Quiet water for small boat cruising, and close-up scenery were the greatest factors toward making the route enjoyable for us. Next to that the wonderful courtesies, politeness, and hospitality of the Canadians; and the excellent management of the canal system contributed substantially to our pleasure of cruising in those waters. The importance of close-up scenery in easily navigable waters was more forcibly impressed upon me in the Trent Waterways than elsewhere on the 5280 mile cruise. Motor boatmen contemplating a cruise would do well to consider this subject because it is to boating pleasures pre-

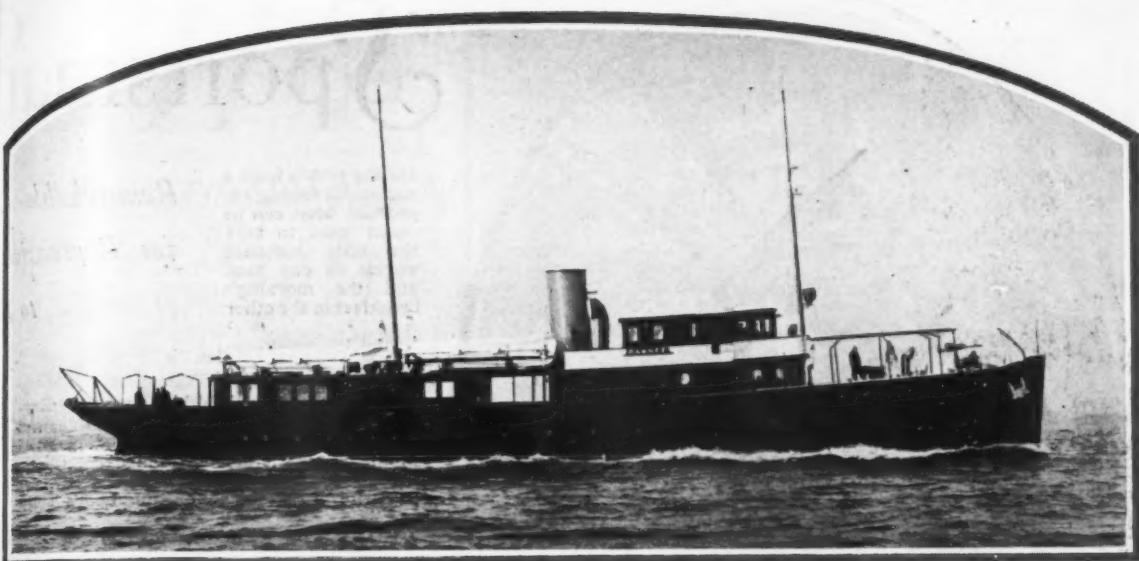
cisely what good scenery and good roads are to land motoring. We had cruised through some of the most magnificent country in all America when we came up the Columbia from the Pacific Ocean, but in that tremendous river all scenic enjoyment had to be derived at long range. Even then the difficulties of navigation were such that we were usually compelled to give far more attention to navigating than to scenery and other pleasures of the journey. In the Missouri River we had cruised for 2284 miles through a tremendous variety of scenery, but most of our time and attention had been occupied by the necessity of keeping eyes glued upon the river—avoiding snags, sand bars, falling cut banks, trying to follow the current and remain afloat. In the Great Lakes our vistas from day to day had been largely sky and water, or dodging huge rooster tails of water that threatened to pound Transcontinental into Davy Jones's locker.

In the Trent Waterways, however, everything was different. We found ourselves cruising through quiet inland waters, usually within a stone's throw of the shores—shores that were either rugged wildernesses or beautiful parks in the vicinity of populated areas. The problems of navigation were so simplified by our large scale charts, and buoyed channels, that keeping our correct course became one of our least considerations. There was little of anything to do but cruise and enjoy ourselves. The numerous locks automatically took care of

any attempt on our part to make mileage that might be fatiguing. Additional pleasure was ours in the Trent Waterways by reason of the receptions we got everywhere, and the interest of every person along the route in our attempt to get across the continent by boat. During the several weeks that we cruised in Canada the people made us feel almost as if we were guests of the Dominion. I met only one blubberhead who ventured the conventional British jeer at

(Continued on page 80)



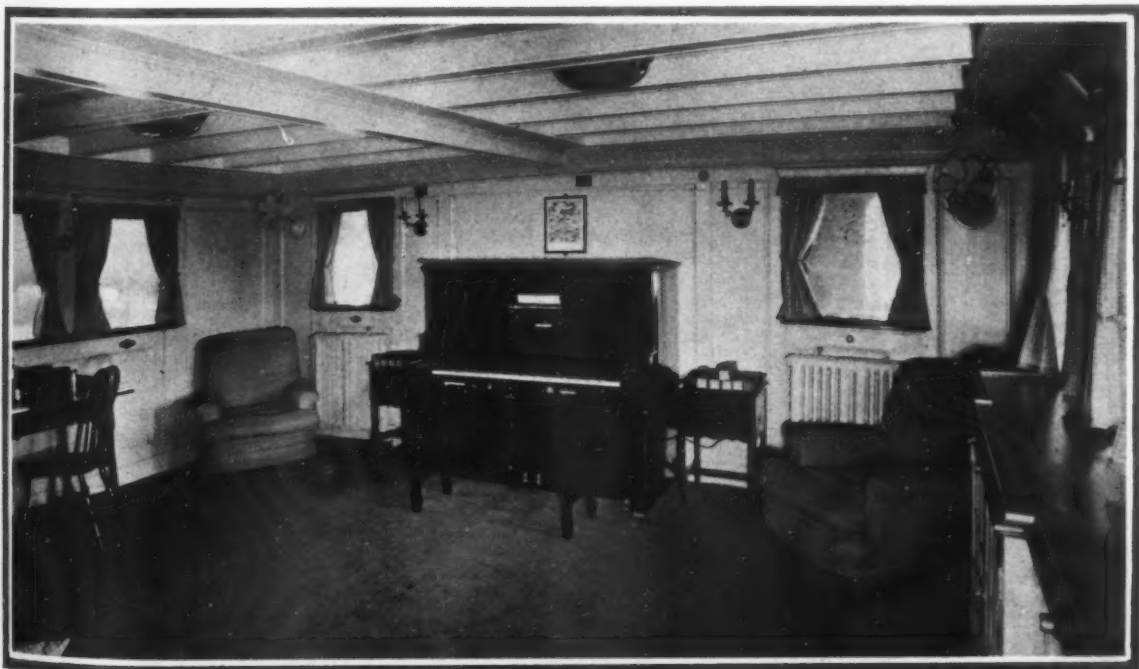


Outboard view of the 160 foot seagoing Diesel Yacht Pawnee, built for H. P. Bingham by the Newport News Ship-Building and Drydock Company

PAWNEE

A New Diesel Yacht

RECENTLY completed at the Newport News Ship-building & Dry Dock Company, the Diesel yacht Pawnee promises to fill an interesting place among the new vessels of this type. Designed and built under the supervision of Cox & Stevens, the New York naval architects for H. P. Bingham, whose desire was for an essentially able vessel for offshore cruising. The owner is keenly interested in deep sea exploration, and has done valuable work in this field. This boat was built to permit him to carry on this research more extensively, and it has been fitted with special trawling gear, winches, and the newest apparatus for these purposes. Insofar as compatible with these requirements, the owner wished a well arranged modern yacht (Continued on page 146)



The spacious living room in the after deck house showing the prominent place allotted to the Weber Duo Art Reproducing piano



The Sportsman

On the return from a successful fishing expedition what can be easier than to take the little outboard engine in one hand and the morning's breakfast in the other

*Remarkable Little
for Recreation
to Sports*

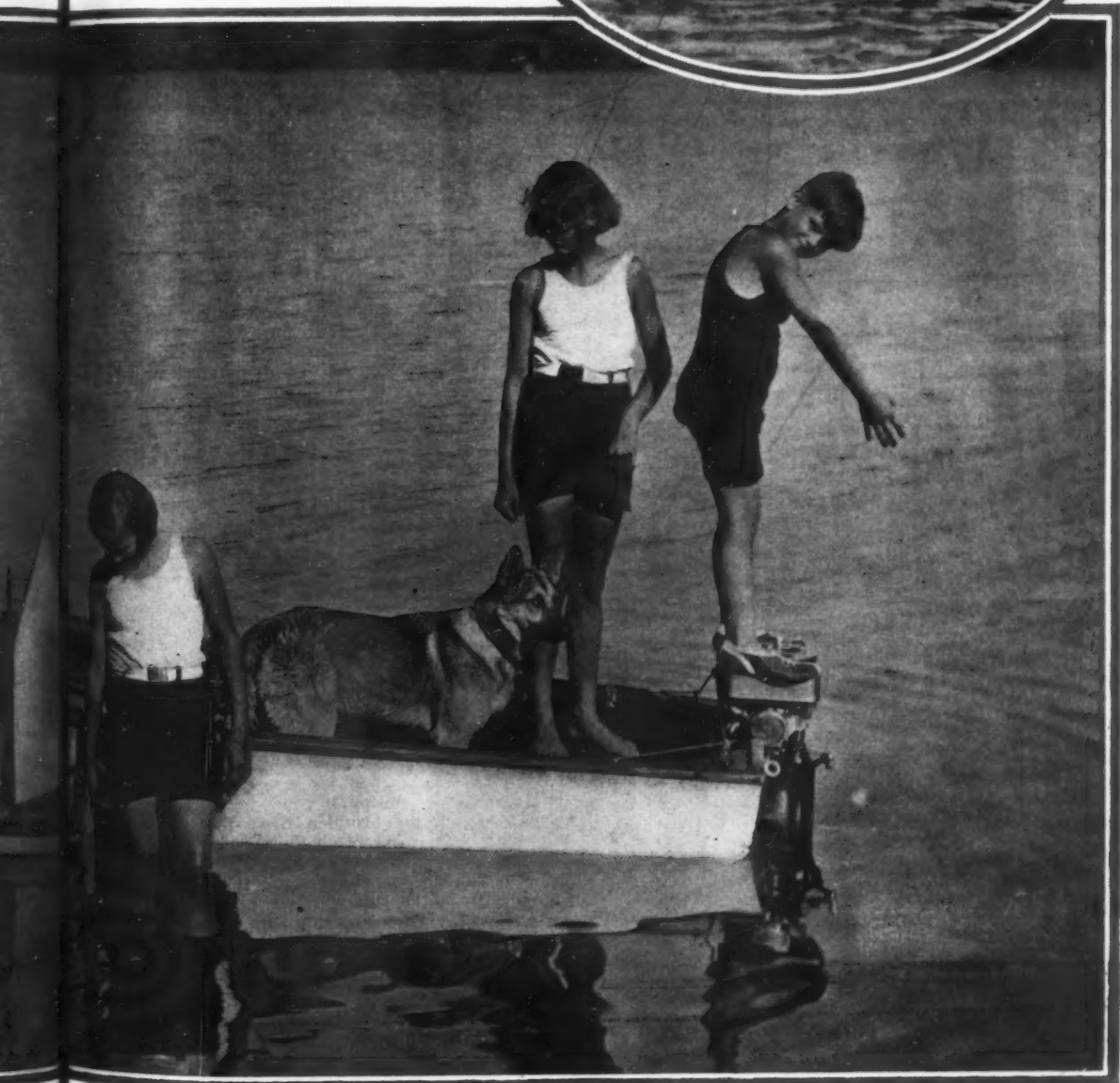
Can any sport be healthier for the youngsters than a day spent in the sunshine and great outdoors at play with their boats and in the water. One item which contributes greatly to the pleasures of the day is the powerful little engine on the boat's stern



an Busy *H*elper

*able Outboard Engines Fill Many Needs
ation Service, Supplying Portable Power
to Smalls of Many Sorts*

Utilitarian purposes are served equally well by the outboard engine. Any suitable boat is quickly converted into a speedy tender which can do all the necessary running back and forth between the larger craft and shore, carrying passengers and supplies or attending to many useful errands



There's Nothing

NOW as for the actual handling of your boat, there is no better teacher than experience. After a motor boatman has handled his boat a few times under different conditions, he will know more about boat handling, and more about his boat in particular, than he can ever gain from study.

I doubt if any two boats handle exactly alike. One may respond very quickly to the rudder; another may be sluggish. One that has a large freeboard (is high out of the water) will handle differently from one with small freeboard. One boat will handle well reversing; another will be sluggish.

In this chapter, therefore, definite, hard and fast rules cannot be stated. About all that can be done is to deal with the subject in a general way; to give you some general ideas about boat handling.

First, perhaps, it might be well to offer this suggestion: The first day you handle your boat, run it some short distance where you have plenty of room and yet where there is minimum traffic; preferably a small bay or harbor. There experiment with it. Throw a box or piece of wood overboard. Go beyond this object, turn, and come up to it slowly; just nose up to it as if it were a mooring that you had to pick up. Then back away from the box; first, going slowly, throw your rudder over to port as far as it will go. Watch your stern to see if it goes to port or starboard. Then

port your helm, throwing the rudder over to starboard and watch the stern. If your propeller is a right hand wheel, the chances are that your stern will now move quite easily to starboard. Then increase the speed, still in reverse, and watch the results with rudder first to port and then to starboard. An hour's experiment will enable you to get very well acquainted with your boat.

So that we may not neglect any phases of boat handling, so that we may go through the entire program, suppose we say that we're riding to a mooring and are going for a cruise.



To It

Part VII—Practical Hints for the Novice on Boat Handling

By Frank Stevens

The first thing to do is to see that the dinghy is pulled up to the boat and that no ropes are dangling into the water. Possibly I can illustrate the necessity for this by relating an experience of mine. The first time we started away from a mooring I did not pull up the dinghy. Indeed, I didn't give it a thought. As a matter of fact no one had ever cautioned me to pull it up. I started the motor, threw off the mooring and thought we were off. Just by chance, however, I happened to glance astern; and our dinghy was going through some most peculiar performances! Briefly, it seemed to be making a nose dive. I ran forward, shut off the motor, and fortunately, we had not gone so far but what we could pick up the mooring again. Investigation showed that the tow line (painter) of the dinghy had become wrapped around the propeller shaft. It was a tedious job to get it off, too.

So the first thing to do is to see that the dinghy is pulled up far enough so that the slack of the painter cannot reach the propeller.

With this done, start the motor and let it run for a few minutes so as to get it warmed up. While it is running get out the local chart and place it in a convenient position; take in the boarding ladder; pull up any bumpers or

You have decided upon how you are going to run out of the fleet of anchored yachts. So you throw the gear shift into forward, advance the gas lever a little and are under way. In steering through the fleet for the dock you run slowly—and watch carefully for mooring lines that might get caught in your propeller.

But now suppose we were riding to an anchor instead of a mooring. The procedure would be slightly different. We would pull the dinghy up, as before. Then you would go forward and pull in the anchor cable as the boat is nosed forward.

When the boat was directly over the anchor, you would signal to stop. Your job now would be to pull up the anchor. But suppose it had taken such a good bite that you couldn't budge it. Then you would make two or three turns of the cable around the bit and signal to run the boat forward, slowly. The boat would then break out the anchor, when you could haul it to deck.

In running up to a dock the direction of the wind must be taken into consideration. Consider a case where the wind is blowing away from the dock, blowing seaward. Under this condition it makes little difference, in my opinion, whether you

When we are within reach of the mooring, the boat is stopped and the line secured

run port side to dock or starboard. In either case the wind is going to blow you away from the dock. Under such conditions I would be governed by the direction from which I happened to approach. Be that as it may, the first line to throw out is the bow line; with this secure you can swing the stern to the dock with the motor, or the stern can be hauled in close with the stern line. But if you threw the stern line first, and the wind blew the bow away from the dock, you could not turn it in with the motor but would have to depend upon hauling it in with the line. If the bow is secured, and the steering wheel turned so that the rudder is toward the dock, the motor will swing the stern in. For, and this is only a general statement because boats differ so, the stern will follow the rudder when reversing. If the rudder is thrown to starboard the stern will go to starboard especially if the propeller wheel turns to the right.

fenders that may be hanging over the sides; secure anything likely to blow away—in other words, see that everything is snug and shipshape. See how much gasoline is in the tanks; and so that we may have a lesson in running up to a dock, we'll assume that it is necessary to take on gasoline.

Now everything is ready to start off. Throw off the mooring line, and reverse the boat until she has backed off the mooring—this so you will give the mooring rope which is floating on the water, plenty of room.

Now, before going further, let us suppose that the wind is from a different direction, parallel to the landing end of the dock. In this case it makes a great difference whether we come to the dock on our starboard or port. Here we must come up headed into the wind; then with the bow line secured we can take our time about securing the stern line because the wind will pretty nearly hold us in position. You can readily see, however, if we were to run to the dock with the wind, that is, with the wind in back of us, it might blow the stern away from the dock before we could get a line over.

A word of caution here on leaving the dock; if you were leaving a curb with your motor car, you would turn the wheels outward, away from the curb, and the car would clear because the front part of the car turns first and the rear follows. On a boat it is just about the reverse. The stern responds first and then, after a moment, the bow heads in the desired direction. So if you were close to the dock, and when starting away, put your wheel hard over so as to throw the bow away from the dock, the stern would jam into it. So what you do is this: first push the boat away from the dock; then run almost parallel with the end of the dock until the stern is clear of it; then put your wheel over and head in the desired direction.

Now for the second time we are under way. We run slowly until the fleet is behind us; then advance the gas lever a little. We glance at the local chart; and decide that we will head on an easterly course. Now it is time to let out the dinghy which, up to now, has been close hauled so to speak. We let the painter slip until the little boat is on the second following wave; that is, until it is coasting down the crest of the second following wave. We do that because that position is the one where the pull or strain on the line is the lightest. If we were to let the dinghy go back a little, so it was climbing up the second wave we would notice the additional pull on the painter.

We are now cruising along merrily. A boat approaches on our right, at a right angle to us. We know that she has the right of way; so we watch her speed very carefully and slow down a little so as to pass her astern. Now a boat approaches from the left; we know that we have right of way over her, so we hold our course and speed. After a few miles we see a boat coming head on toward us. She looks as if she were headed right for us. We watch her and wonder what the dickens she is planning to do. There is a bit of doubt in our mind; so as we get nearer we blow one blast on our signal—which means that we are directing our course to starboard, or perhaps an easier way to remember it is "I am going to pass you on my port side." Two blasts would say, "I am going to pass on my starboard side." One blast; port. Two blasts, starboard. We listen for a minute and then she replies with one blast which says to us, "I am going to pass you on my port side." Then we are all right; both of us understand. The boats will pass port side to port side.

Presently we sight a sailing boat, a little schooner. She is coming from our port side, our left; her boom is out on her port, which means she is on a starboard tack. Apparently she is going to try to cross our bows. And she has every right to do so—a sailing vessel on either

tack always has right of way over a motor boat. So we slow down and pass her stern.

Now we approach a fairly narrow piece of water; we'll say it is a channel. Ahead of us is a boat running very slowly. We want to pass her. We are now classed as an overtaking boat; and we must ask permission. So we blow one blast—which says, "I'm going to pass you on my port side." But she does not answer; so we must wait. Evidently she does not regard it as safe for us to pass at that particular point. Presently, however, she blows one blast which says to us in effect, "Now go ahead and pass me!" So we speed up a little and quickly leave her behind us.

The channel now makes a sharp turn to the right. We cannot see around the bend. So we give one long blast—and keep to starboard of the channel—just as you turn a sharp corner with your motor car and keep to the right.

Now we find ourselves in a great open body of water.

The wind has increased and we see some white caps. The wind is blowing right toward the shore. That shore is called a lee shore. Now that may be a bit confusing to you so we'll explain: The word *lee* means the side opposite to that from which the wind blows. Our boat is running, we'll say, along this shore. The side of our boat upon which the wind blows is called the *weather* side; the opposite side is called the *lee* side. So you would naturally think that the shore upon which the wind blows would be called the *weather* shore, and the protected side the *lee* shore. But not so. The *lee* shore is always that shore that is directly opposite the lee side of the vessel, or the shore upon which the wind is blowing. If, however, you wanted to get out of the wind, say you were in a small row boat and had to pass an island, you would go *in the lee* of the island—that is, you would pass along the sheltered side. You would have the island between you and the wind.

In the foregoing paragraph

I said that the wind had increased; that we saw whitecaps and were running along the shore. That would not be particularly pleasant for us because we would be in the trough of the waves. In other words, our boat would be running parallel with the waves; and if the waves were very high our boat would roll from one side to the other—the motion would be very disagreeable. So we turn the boat so as to take the waves just off the bow. Of course, this may throw us off our direction. In that case we'll head out, taking the waves on the port bow and then after a mile or so of that we'll turn the boat so that we'll take the waves off the starboard bow. In this way we compensate our direction. In other words we'll tack. A boat in the trough of the waves will develop a rolling motion; heading straight into the waves she'll pitch; running on the bows will steady her so that the motion is not at all disagreeable even when running in a fairly heavy sea.

Now we are ready to turn homeward. We run through the channel again and into our own harbor. As we approach the fleet we slow down; and pull the dinghy up close because when we stop at the mooring that painter might possibly get mixed up with our propeller. We look at the boats at anchor, judge the wind direction and maneuver our boat so that we come up to our mooring

(Continued on page 110)

RULES FOR GETTING UNDER WAY

1. Pull the dinghy up short.
2. Start motor and let run for a few minutes with clutch in idle.
3. Study chart and get familiar with local waters.
4. Take in boarding ladder, fenders, make everything snug and ship shape.
5. Cast off mooring line.

Note: If boat is anchored instead of moored go ahead slowly and haul in anchor line slack until bow is directly over anchor, then break out anchor from bottom and haul aboard. If anchor cannot be broken out by hand, take a couple of turns around the bitt and go ahead with the boat and anchor will break out. Then stop boat and haul anchor aboard.

6. Reverse and back away from buoy.
7. Swing bow to port or starboard, then proceed ahead slowly.

St. Augustine Has Regatta

Series of Races for Gold Cup, Biscayne, Florida, and Sunshine Babies Classes—Palm Beach Days Wins Interstate Trophy—H. Paul Prigg Wins Again

In early April the scene of Florida racing shifted from the Southern portion of the State up to St. Augustine where in conjunction with the Annual Ponce de Leon celebration held in that city, a series of motor boat races were held on April 6, 7 and 8.

Years ago, fourteen or fifteen to be more exact, St. Augustine was noted for its motor boat races. This city

had its annual regattas long before most of the State had hardly been discovered. It was at St. Augustine that Commodore J. Stuart Blackton raced his Vitas and Vivas every winter. Speeds perhaps were not as great in those days but competition was keen all the same.

But since Commodore Blackton gave up racing, St. Augustine's Regatta have been (Continued on page 142)

The Biscayne
Babies finish
a close race

Palm Beach
Days winning
the Interstate
Trophy



Dick Ward, the popular boat builder of Miami, directs putting the Biscayne Babies in racing trim

Free Bottom Craft

Shoal Draft Boats Driven by Air Propellers Operate Successfully in Shinnecock Bay Under Abnormal Conditions

By M. G. Crabbe

TO those who learned as boys to know Long Island's inland waters, and the corresponding bays and inlets that follow our Atlantic seacoast South, the call of the wild duck and snipe will never fail to conjure up a picture of great shoals and tall waving grasses, with here and there a sand bar or reed covered island a few scant inches above the placid waters, glistening in the first rays of the morning sun. There is charm and a sort of beauty in the wide expanse of drab brown marshes, extending as far as the eye can see, and a

rare thrill for those who have heard the shrill cry of the plover, wheeling sharply on narrow wings and settling gracefully within gun shot above the decoys.

Hard work and drudgery, though, were always demanded before the day could be properly begun! Long before dawn the dory must be ready and loaded, chugging down the bay, and finally working its way up a winding channel to the flats beyond; and usually luck alone can bring the first warning of bottom at the journey's proper end, where a racing motor and high riding stern, give

ample evidence that the shoals are at hand. Here the row boat is called into play, poling ahead for a while, but giving way at last to a quarter mile walk to the blind; splashing along through weeds and mud with painter in hand.

Why not a motor boat that would skim along and treat channels and flats alike? It seemed like an idle dream to one of these boys in his early 'teens—this vision of swift gliding flight direct to the spots where he wishes to go—this freedom from sea weed and bottom that alone could make possible the pleasures and usefulness of the fast boating to be found in deeper bays. It grew into a sort of hobby at last—his dream of



Whistler, a recent craft powered with 90 h. p. is able to move at better than 30 miles in only three inches of water

The engine is supported high up on a frame and cooled by fresh water carried in a radiator



shoal water speed—and throughout the years that followed, was never lost sight of as a thing that must some day come true.

Toy airplanes, perhaps, gave the first inkling of how it might be done. A boy's club, with the keenest rivalry for records of every kind, developed ideas and new thoughts inspired only in competition of a friendly sort, and finally a tiny model was produced, designed to rise and fly from the water—the hoped for winner of a coveted prize—but with only sufficient power in its twisted rubber bands to send it skimming along on top! It was only a natural step from this to his first real effort of a practical kind.

Early in 1914, the opportunity at last had come to hand. A two-cylinder air cooled motor of a questionable eleven horse power was available through Christmas and birthday savings, and by Spring his sketches and much discussed drawings had assumed a tangible form. It was rather a crude affair, this first of the free bottom craft; a simple rectangular scow, sixteen feet long by four feet wide, with an over hung bow and vertical sides, and a most elaborately ventilated step in the bottom, capable of handling speeds of at least sixty miles an hour! The planking was half-inch cedar, laid thwart ships on the bottom and unsupported by keel or ribs from chine to chine, yet thanks to careful, though rather inexperienced, workmanship, and more particularly to the fact that it was never called upon to withstand the buffeting of seas at a greater speed than seven miles an hour, it held itself together, and the water out, in a reasonably satisfactory manner.

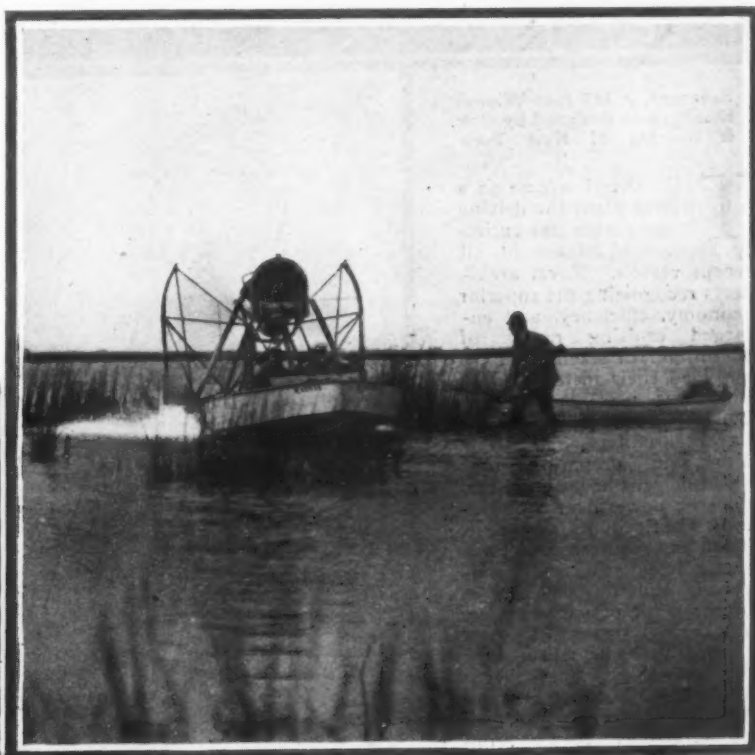
The boat, of course, was a dismal failure from the standpoint of cherished hopes and desires. Inadequately powered, it had no choice but to drag along in the usual scow-like manner, roaring away with the combined racket of open exhausts and a ridiculously high pitched air propeller. Propeller guards and protection from waves and spray had never been considered, and fortunate indeed was it that arms and heads were spared and nothing but the blade itself was ever seriously damaged. The motor gave constant trouble, a not uncommon handicap of new designs, and friends were few and far between who had anything but scoffing to

offer; yet in spite of it all the clumsy craft did travel in a bare six inches of water, and moved over sea weed and flats alike, where motor boats had never gone before! The point was proven (for those who chose to see it) and with even the original water rudders, a record for shallow draft in that particular region had been easily established.

Then came the war—and of course, the Navy and later
(Continued on page 120)



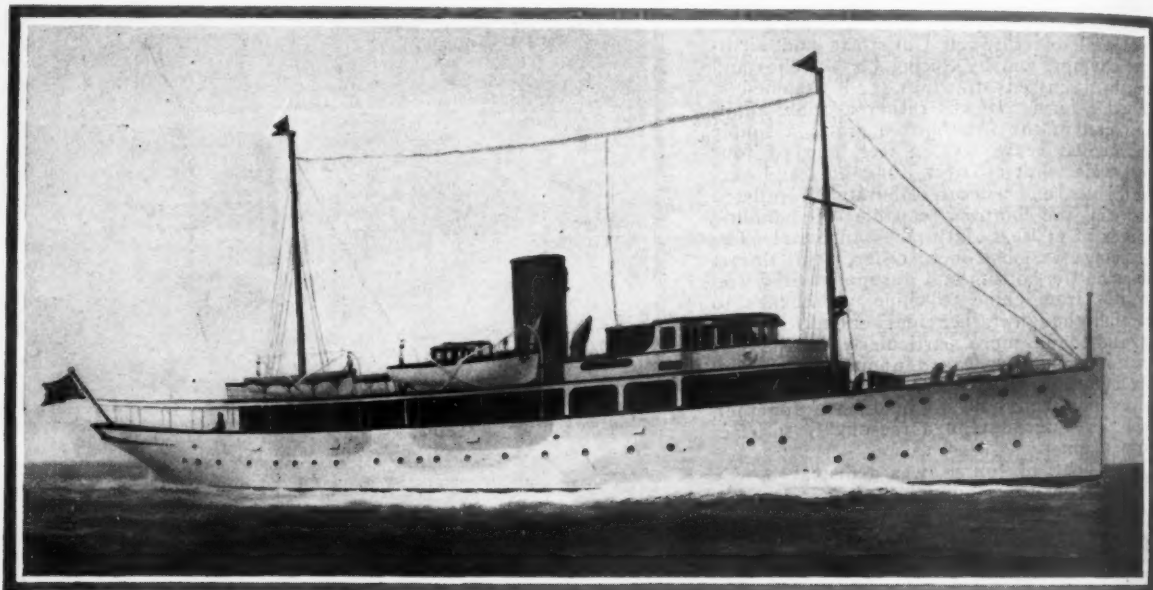
The 1914 fore runner of the present day craft powered with an uncertain 11 h. p. did go about 7 m. p. h.



Boats of the Free Bottom type can move rapidly over reeds, weeds, and flats alike. The hull is a Vee bottom, but very wide and flat aft, lightly constructed, following air plane practice

The Newest DIESEL

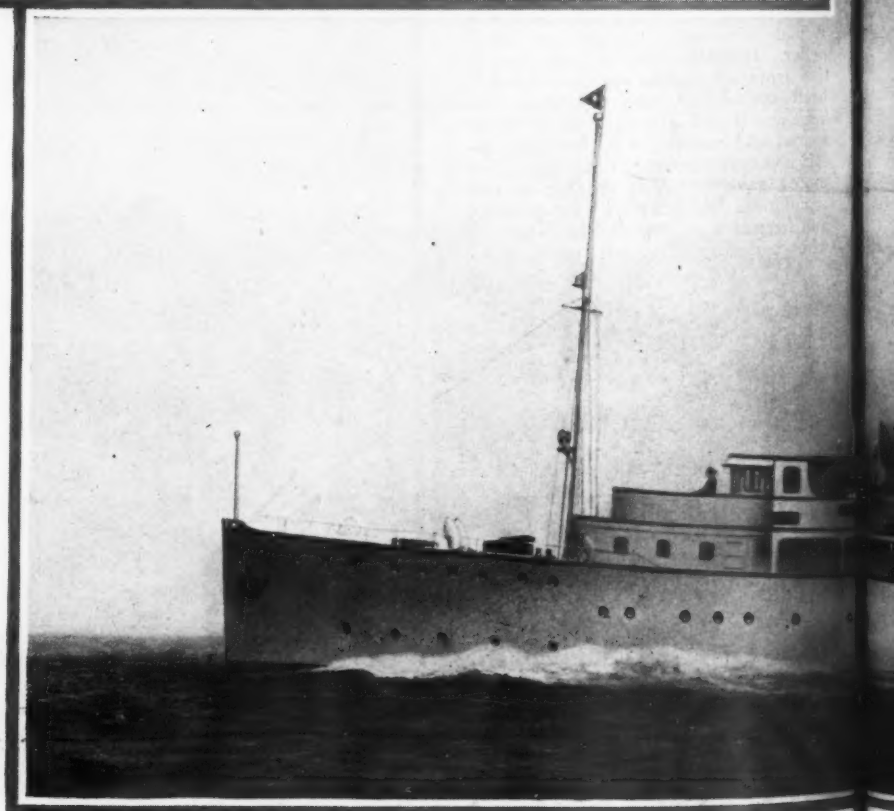
Ideal Vessels for Ocean and Coastwise Cruising With Unsurpassed Comforts for Entertaining Guests, and Serving As Homes for Owners



Savarona, a 185 foot Winton Diesel yacht designed by Cox & Stevens of New York

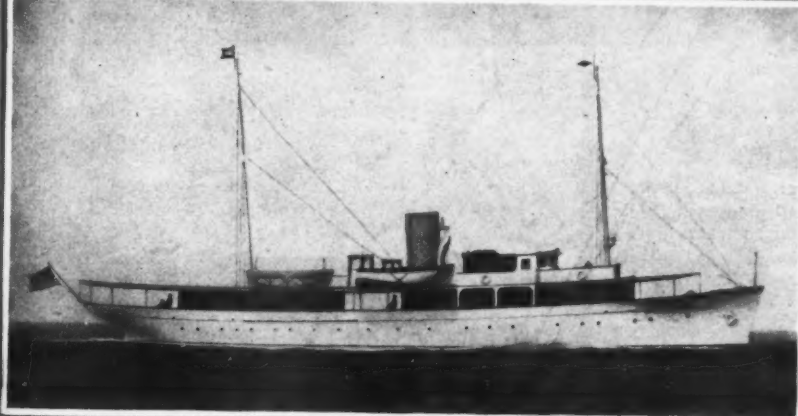
THE Diesel engine as a power plant for driving large yachts has entirely superseded steam in all recent vessels. Naval architects recognizing the superior economy, efficiency, and enlarged cruising radius of these modern machines, have specified their installation in numerous new yachts now building. Cox and Stevens, naval architects in New York, in preparing new yacht designs have found this type of powerplant wonderfully elastic in its adaptability to any requirement. Twin screw installations are universal, and by selecting a power plant of suitable size, any desired amount of power can readily be provided. Our illustrations of yachts being built from Cox and Stevens' designs, at the big yards of the Newport News Shipbuilding and Dry Dock Com-

Arcadia, a deep sea ship of 188 feet length powered with two large Winton Diesel engines



YACHTS

Robador, a smaller boat 160 feet in length also designed by Cox & Stevens and being built at the Newport News Shipbuilding & Dry Dock Company

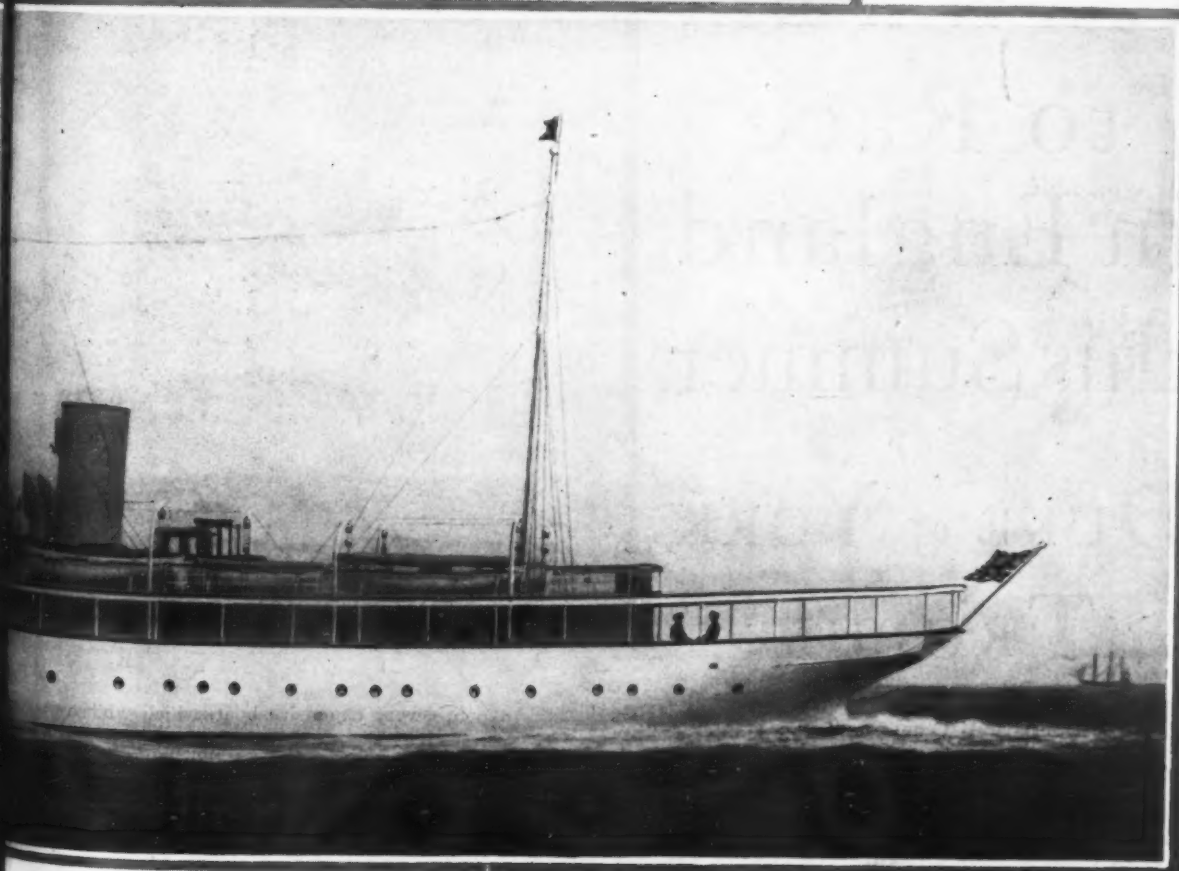


pany at Newport News, Va., all show a rugged substantial type of vessel, suitable for any service.

The smallest of these new boats is the 140 foot Diesel yacht Josephine. This is being built for Edmund S. Burke, Jr., and the requirements of the owner were for a vessel of moderate dimensions, attractive appearance, with comfort-

(Continued on page 58)

Josephine, the smallest, being 140 feet in length, powered Winton Diesels



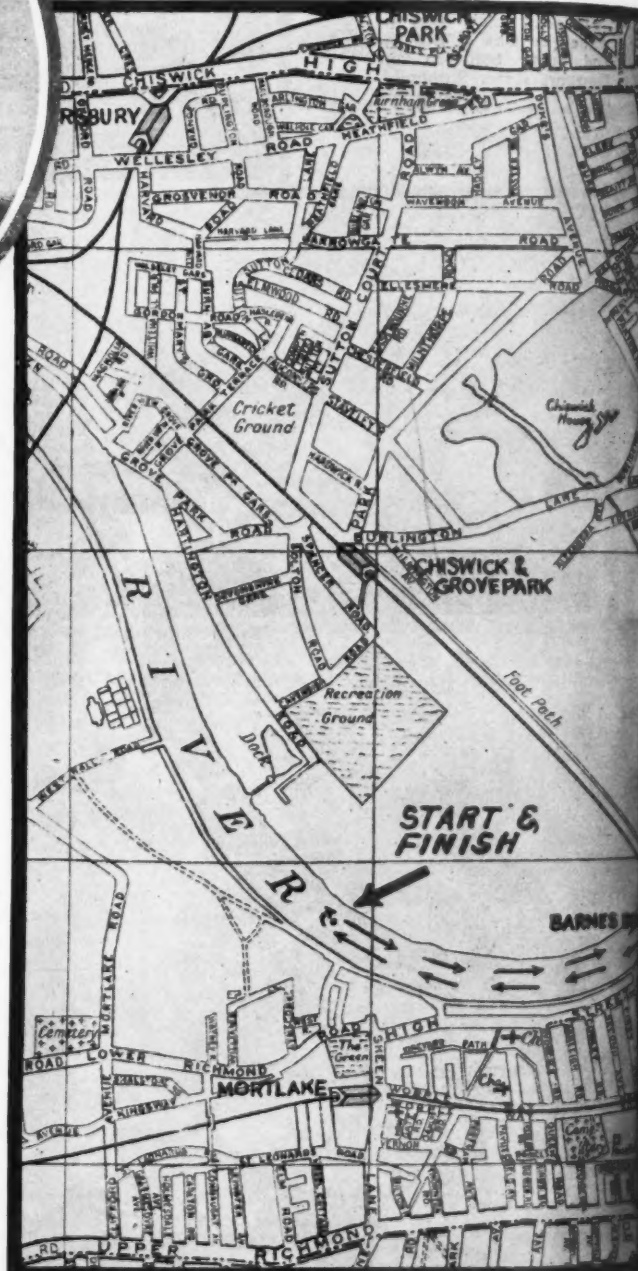


D. P. Davis of Tampa, Florida who is the owner of one of the challenging 1½ litre boats on the American team

AMERICA *and* CANADA to Race in England this Summer *for* DUKE of YORK TROPHY

INTERNATIONAL MOTOR BOAT RACING between England, Canada and the United States will be revived next month for the first time in many years. The last occasion on which boats representing European and American countries met, was at Detroit in 1921 when the British Challenger, Maple Leaf VII endeavored to win back the British International Trophy, commonly known as the Harmsworth Trophy,

from Commodore Gar Wood, who had won it the year previous by defeating all comers in English waters. But Maple Leaf was so far outclassed at the Detroit races by the American boats that no further competition has resulted since that time. It is also unlikely that there will be another race for the British International Trophy for some time to come due to the fact that the race is a free for all with no restrictions on the hulls or power plants of the competing boats. Such an unlimited class



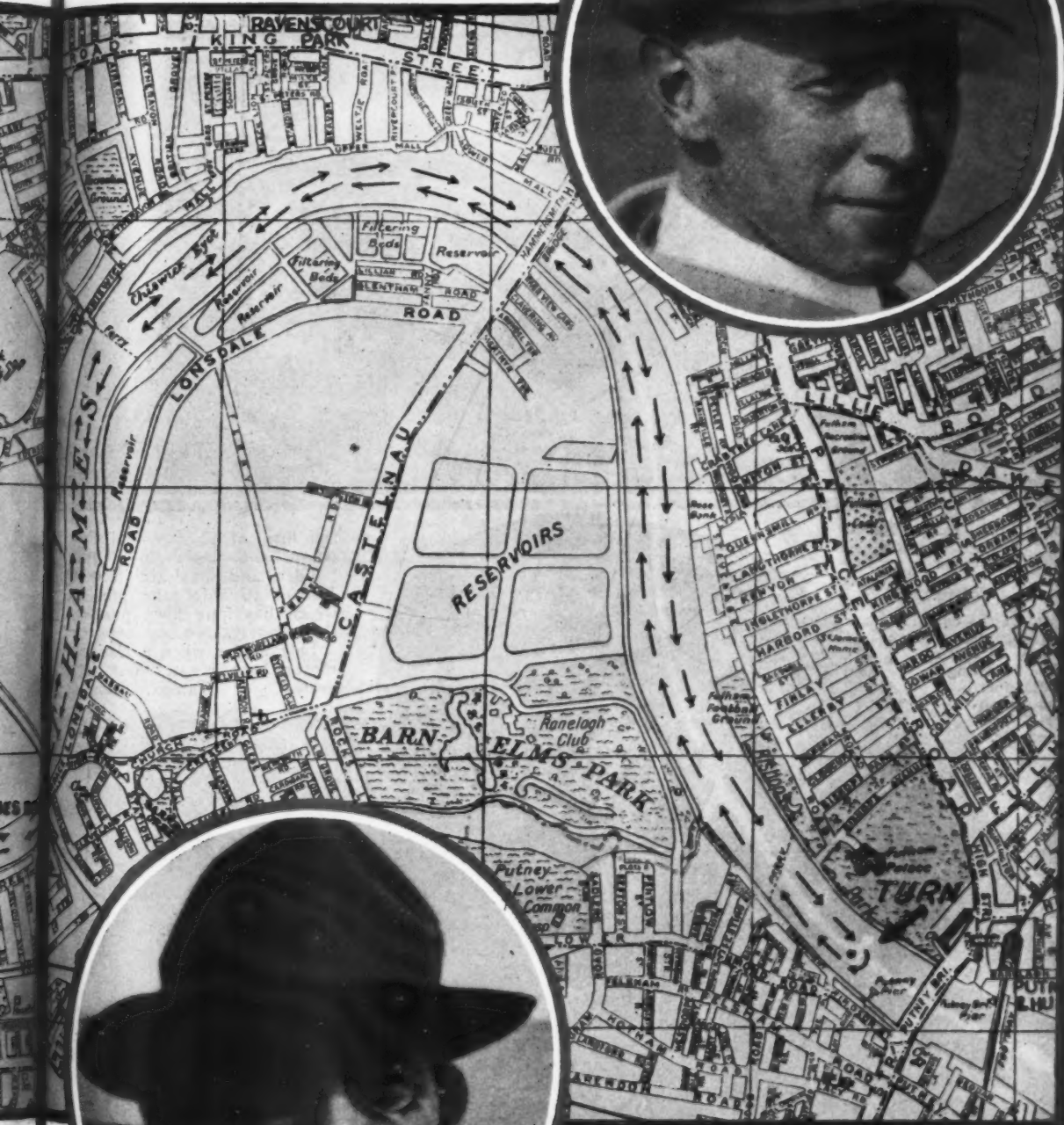
has resulted in a very expensive boat, which while very fast, yet is way beyond the means of all except the millionaire yachtsmen and a useless and dangerous boat at its best.

Today, the tendency in all racing circles, is toward class racing, that is competition among boats having power plants of a limited or restricted piston displacement. Unlimited or free for all classes are no longer

popular and if the restrictions or rules governing the limited classes are not made too severe or complicated there is much chance for development of hulls and power plants.

(Continued on page 144)

Commodore Harry B. Greening of the Royal Hamilton Yacht Club, who challenges for the Duke of York Trophy from the Royal Hamilton Yacht Club of Hamilton, Ontario



A Chart showing the race course on the Thames River, England, where the contest for the Duke of York Trophy will be held, June 26th and 28th. Challenges have already been received, not only from Canada and the United States but from several European countries

Carl G. Fisher, of Miami Beach and New York, whose interest in motor boating activities, is largely responsible for the formation of the American team to be sent abroad in June

ONE DESIGN BOATS

Available for All

FOR years there has been a demand for a class of one design race boats. While at times attempts have been made to produce a number of boats of similar

design and construction which could be used for both racing and utility purposes, yet for one reason or another the classes have been failures. It remained for



Four of the Tampa Baybie Class racing recently at Tampa

A view of the cockpit arrangement of the one design boats, showing controls, speedometer, gasoline tank connections, etc.



the firm of Hacker and Fermann, the well known boat builders and naval architects of Detroit to solve the problem which has long been puzzling the industry.

Last winter when a National motor boat regatta was suggested for Tampa, Florida,



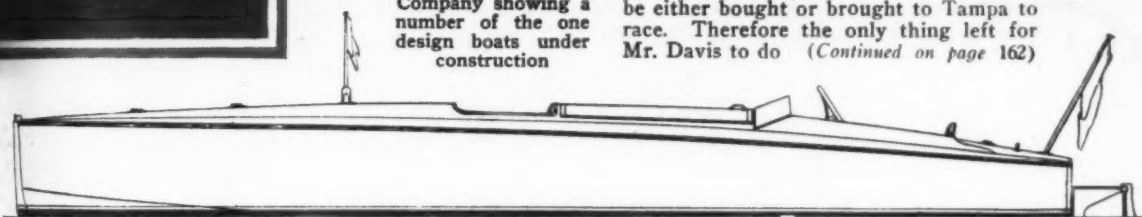
A view of the 6 cylinder type V, 100 horse power Scripps motor with which all the boats are equipped

Twenty-One Foot
Junior Gold Cup
Model
Designed and
Built by
Hacker and
Fermann, Inc.

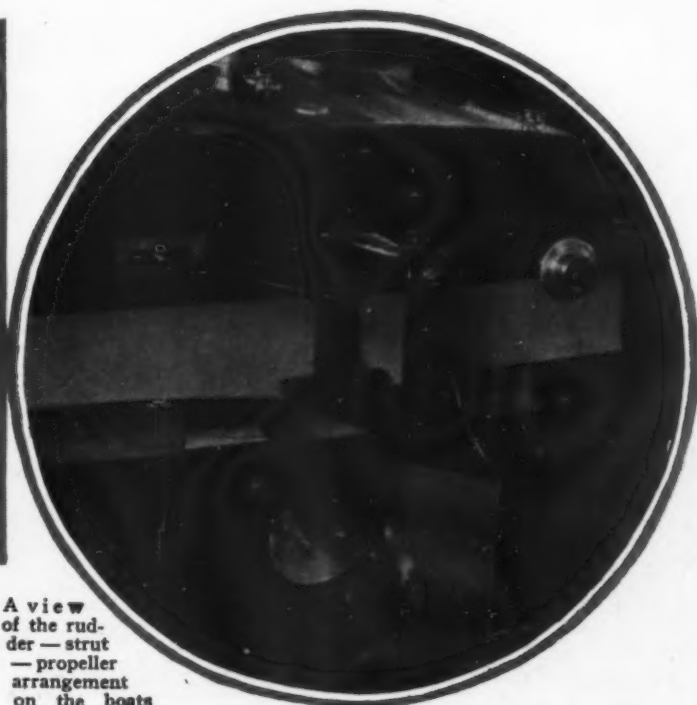


A view in the shop of the Hacker Boat Company showing a number of the one design boats under construction

see where boats could be procured. To his surprise he found there were none on the market which could be either bought or brought to Tampa to race. Therefore the only thing left for Mr. Davis to do (Continued on page 162)



An outboard profile of the Junior Gold Cup boats as developed by Hacker and Fermann

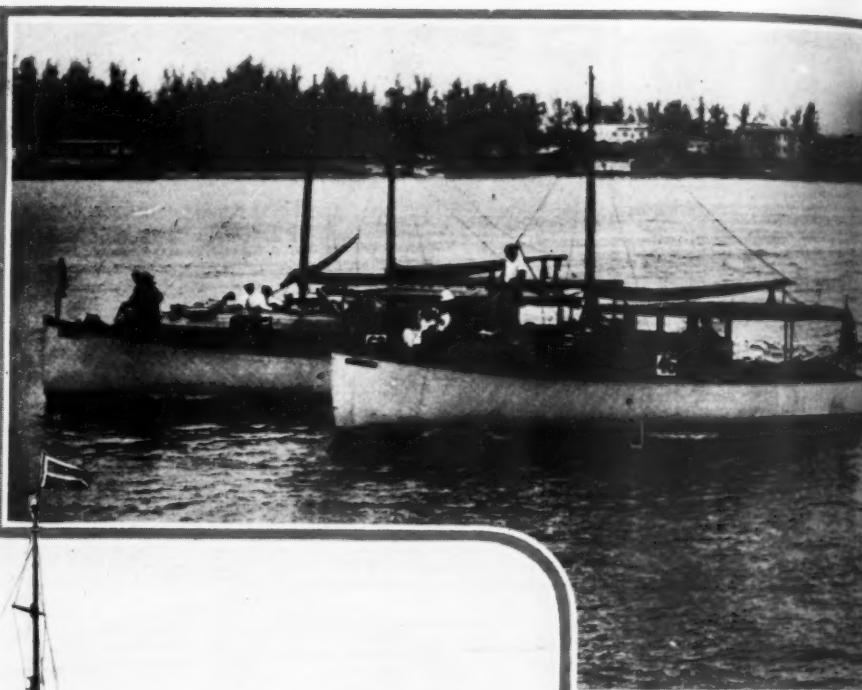


A view of the rudder — strut — propeller arrangement on the boats

those in charge realized that to have a regatta it is necessary to have boats that will make close competition. As no such craft were owned locally in Tampa or vicinity, it became necessary for D. P. Davis to look around to

Boat Builders Use

Class racing is no longer confined to the smaller types of hydroplanes, and sporting runabout. One of the most thrilling and spectacular races at the Detroit Regatta was that in which the Matthews 38-foot stock cruiser competed. These boats were all powered with identical size Kermath engines, and furnished excellent sport and competition, even though the speed could not approach that of the fast runabouts

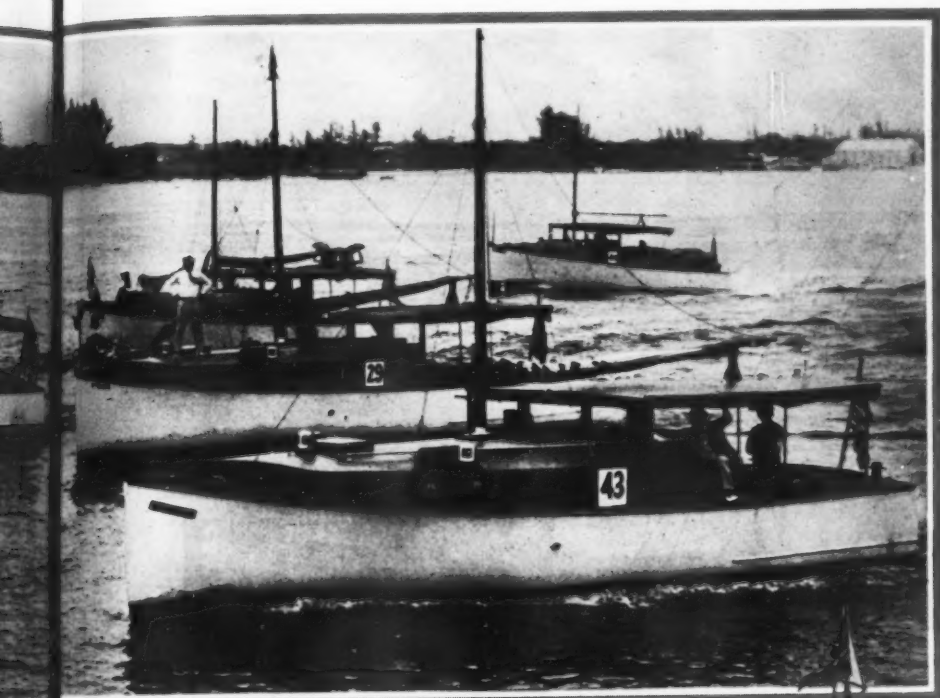


A boat builder who has been successful with Kermath engines is the Gordon Boat Company, Greenwich, Conn. This is one of the standard 40 foot double cabin cruisers which they built. It can be equipped with either the 65 or 100 h. p. six cylinder engines, and the speed will be according to the machine

Kermath engines are popular in Canada also. The Ditchburn Boat Company of Gravenhurst, builders of fine runabouts and cruisers, have specified and used Kermath engines with entire satisfaction in many boats. The 100 h. p. size drives the 30 foot runabout 23 m. p. h.

KERMATHS

*Standardized
Products
of Many
Builders
Powered
With Reliable
Marine
Engines
Built Under
Modern
Production
Methods*



It would be strange for the President, J. B. Farr of the Kermath Manufacturing Company to use other than a Kermath engine. His 40 foot regatta cruiser was designed by John Hacker, and is powered with the Standard six cylinder, 65 h. p. Kermath engine



The Great Lakes Boat Building Company of Milwaukee, have long pioneered the standardized boat. Their runabouts and cruisers are known wherever there are boats. The 36 foot cruiser called Sea Villa is a very popular craft and is powered with the Kermath 35. It is in every sense a thoroughly standardized and specialized craft, and will drive easily at 10 miles all day long





The final assembly line in which the interior woodwork such as dashes, seats, etc., are attached

The Development *of an* Idea



One of the fast Dodge stock runabouts. They are capable of speeds up to 37 m.p.h.



The engine Assembly Department in which the machines are made ready for the boats.



The finishing room where the boats are completed and packed for shipment.

THERE is a tale of romance written into the Horace E. Dodge Boat Works the like of which few concerns can boast.

Starting back in the days when both John and Horace Dodge, Senior, were developing the great automobile business which bears their name, Horace Junior, when,

home from school and college, had access to the pattern shops of his father's factory. These facilities, plus a wonderful natural ability for boat building—inherited, no doubt, from his father—soon began to produce speed boats of outstanding quality.

His first boat, the Baby Holo, (Continued on page 160)



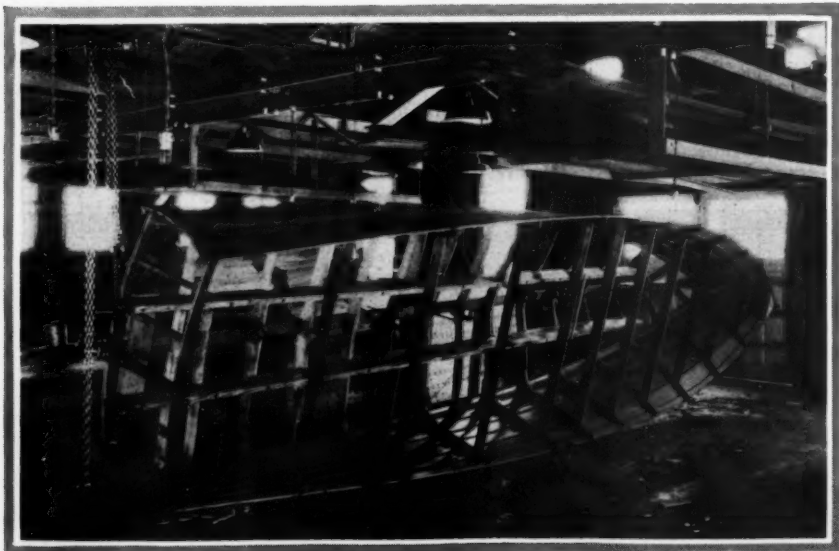
Interior of the boat building shop, where special gangs of men complete the construction of the hulls



A view of a portion of the Chris Smith & Sons Boat Company. The large building in the

Production Method

After Four Years of Standardization on the Same Model, More Than Eleven Acres of Ground Including Large Storage Space



Modern production methods are used throughout. The devices shown here permit a boat to be turned bottom or top up

THE Chris Smith organization is one of the best examples of a boat factory that has established a reputation for inaugurating production methods never before attempted in the boating field. This naturally came about only because they found a very ready market for their product, the Chris-Craft runabout, which enabled them to take advantage of the many features which come with quantity production.

The most recent addition to the Smith plant is a large, well lighted, airy building 150x275 feet which houses the Christ-Craft from the time the keel is laid until the boat leaves the drying rooms, a complete unit ready to run.

After a keel has been laid down; the sawed shapes are clamped to the keel and the side

planking is in place, the boat is automatically lifted up and moved into the next position where the engine stringers are bolted into place and the chines are bolted to the sawed shapes. It is then turned over, again bottom up, and the first layer of planking is laid on diagonally,—the heavily oil-soaked mahogany used in the first layer is first varnished and then canvassed. The next process is the laying on of the fore and aft planking which is screw fastened to the sawed shapes. The ribs



A new development where slips accommodate five boats.



g in the and is a recent addition, and has enabled the Smith organization to produce two boats per day

Boat Building

del, is Smith & Sons Boat Company Now Occupies Buildings Covering
re Spo Newly Completed Boats, As Well As Storage for Private Owners

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are then fastened into the bottom and screwed to the double planking of the bottom from the inside. The sides are then bunged and plugged with mahogany plugs to cover up the screw heads and from this junction the hull is moved along the production line where the sides and bottom are planed, scraped and sanded, after which a heavy coat of green bottom paint is applied. The sides are now ready for the mahogany filler which is applied and rubbed, then the inside is given a heavy coat of hot oil



The trim shop where all upholstery work is done for the Chris-Crafts. The production is sufficient to warrant this, and has resulted in large savings



below the water line and two coats of Valspar over the entire inside with a top coat of battleship gray paint.

In line with the unusual methods which are employed in the Smith plant, which are original in the extreme and highly efficient, we find the boats, after arriving at the previously mentioned spot, being moved down into slips or platforms where gangs of workmen furnished with all their needs rapidly prepare the boat with engine room and fore peak flooring and the next operation is to strike or mark the shear and trim it; whereupon another crew then come on the boat, installing the deck carlins, hatch headers and cockpit trimmers, followed by the fastening on of the covering

(Continued on page 150)

Gase on special operations move from one boat to another

SMALL MOTOR BOATS

Their Care, Construction and Equipment

A Monthly Prize Contest Conducted by Motor Boatmen

Questions Submitted for the June Prize Contest

1. Describe a suitable means of constructing and securing a small landing float to a rocky shore where a heavy tidal condition prevails.
(Submitted by T. B. K., Bronx, N. Y.)

2. Describe and illustrate a one or two gallon auxiliary gasoline tank, piping, and strainer system, which will insure against sudden stopping of the engine from a clogged fuel line.
(Submitted by V. L. S., Wilmington, Del.)

Supplying Pressure for Whistles

Solutions to the Problem of Keeping the Proper Amount of Air in the Whistle Tank

Answers to the Following Question Published in the March Issue

"What is the best and safest method of pumping up the pressure on the whistle tank? Explain and illustrate the installation."

Supplying the Whistle Pressure

(The Prize Winning Answer)

WOULD you drive an automobile with a horn that would not blow or could not be heard? Not if the traffic cop knew it! Traffic officers on the water are few and far between, and it is not what you can get away with that makes you a good boatman. Knowing that you are not being continually watched, you should feel morally obligated to live up to the law, and there is a great deal of satisfaction in knowing that your signal will be heard. The law states that, the whistle on a motor boat must be capable of producing a blast of two seconds' duration, which, in the case of a motor boat is considered a prolonged blast. No size or style of whistle is prescribed, provided it is available and sufficient for the use it is intended; the production of certain signals. A mouth whistle capable of producing the required blast which can be heard for at least one-half mile has been held to comply with the law. Fog horns can not take the place of whistles on motor boats of class 2 and 3.

Certain types of automobile horns answer fairly well as a whistle;—why make the boat talk like an automobile? Good efficient air whistles, designed to operate on a pressure of not over 75 pounds, and devices for supplying this pressure are listed in all motor boat supply catalogs, and there is nothing to the installation that any one need be afraid to attempt. When safety and comfort are considered, the compressor is the most satisfactory method of supplying the compressed air.

The compressor will supply clean, fresh air at all times, and requires practically no attention except an occasional oiling. The better compressors are provided with an automatic relief valve located in the compressor

cylinder head, which can be set for any desired pressure up to 150 pounds. The valve pops off at the set pressure and no more air can enter the tank. These small air compressors are generally supplied with a tight and loose pulley or a friction clutch or belt drive. Good results have been obtained with a slack belt and idler drive, in which the belt rides on the pulley until the idler is raised, tightening the belt.

In installing the compressor allow a good distance between the shaft centers and drive from the engine shaft if possible so that the compressor can be operated without turning the propeller. With some of the later engines it may be necessary to place the pulley on the propeller shaft. A belt running over properly aligned crowned pulleys will not jump off. A compressor having a friction clutch does not require a driving pulley having a face twice the width of that of the driven as is the case with a tight and loose pulley. A friction clutch might be installed on the propeller shaft and the compressor belted to it. Then the pulley would ride free on the shaft except at such times as the clutch was in and no power would be lost in driving the belt. Where it is not practical to get a fair distance between the shaft centers the slack belt and idler is advised. This installation requires a flanged pulley on the driving shaft to prevent the belt from working off the pulley when slack. The idler is placed near the smaller pulley and arranged so that by pressing a lever or pulling a cord the idler is pressed against the belt and kept there to operate the compressor. At other times the belt rides slack on the pulley, the wear on the belt being negligible. A rack or catch may be arranged so that the pedal will remain in any position it is set until released. If controlled by a cord or linkage of bell cranks and rods to the steering position, locate the stops there. The ar-

Rules for the Prize Contest

READERS are urged to consider the above questions for the July issue, and send answers to them to the Editor, *MoToR BoatinG*, 118 West 40th Street, New York, N. Y. Answers should be (a) in our hands on or before May 25, (b) about 500 words long, (c) written on one side of the paper only, (d) accompanied by the sender's names and addresses.

The names will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before May 10. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

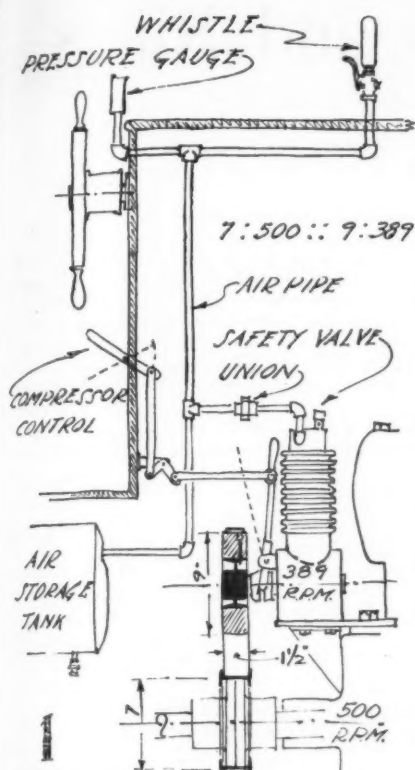
The prizes are: For each of the best answers to the question above, any article or articles sold by an advertiser advertising in the current issue of *MoToR BoatinG* of which

the advertised price does not exceed \$25, or a credit of \$25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of *MoToR BoatinG* of which the advertised price does not exceed \$5, or a credit of \$5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.



Piping system by A. G. W. for connecting compressor and tank

arrangement for actuating the friction clutch, belt slipper or idler can be easily extended to the steering position.

The most practical compressor speed is between 300 and 400 r.p.m. In figuring the diameter of the driving pulley you have given the shaft speed and the diameter and speed of the driven pulley. By applying the formula

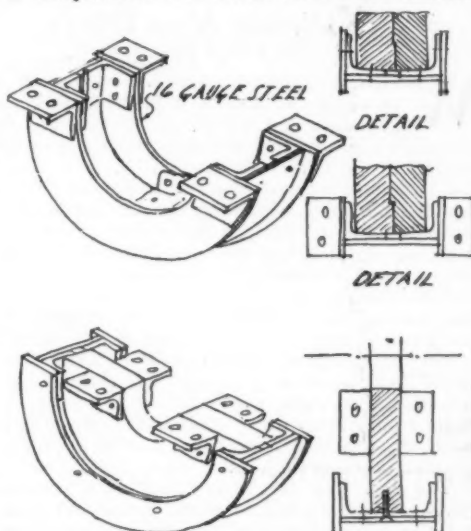
$c = \frac{m \cdot d}{d'}$ where c equals the speed of driven shaft, m driving shaft speed, d diameter of driving shaft and d' diameter of driven pulley. In other words; multiply the diameter of the driven pulley by its speed and divide by the speed of the driving shaft to obtain the diameter of the driving pulley. A leather belt will give good service except in wet places where a water proof belt should be used. The Clipper, lacing which will be supplied installed in the belt at the mill supply house is least apt to give trouble. Run the compressor until it pops or until the gauge shows the desired pressure and shut it off until the air is used.

The accumulator is automatic in its operation but, if the whistle is located on deck the fumes from the collector air are far from agreeable and if something goes wrong so that unburned fuel and oil are passed into the tank, it may become necessary to some day put a new deck on the boat. However, this can not happen with an accumulator that is properly designed and kept in good condition. The better grades of accumulators are water cooled and provided with a regulating screw for controlling the pressure, and are designed with a tightly rolled fine mesh copper gauze flame arrester just past the check valve to prevent fire from

passing the accumulator. This device will easily maintain a pressure of 125 pounds which is not advisable as the tanks regularly listed are for not higher than 75 pounds working pressure, and a pressure reducing valve would be necessary to prevent the whistle from screeching.

In installing the accumulator, remove a priming cock and screw the device in its place. Pipe the water for cooling from close to the pump with annealed copper tubing and compression couplings. If there is no available tapping, it will do no harm to tap either the water jacket or manifold for the small size pipe necessary. As most engines are run at a temperature far below their most efficient operating temperature, the small amount of water passed through the collector will be negligible. Of course, the water may be taken from the engine overflow but the collector will not be kept as cool. The overflow from the collector may be disposed of by tapping into the exhaust pipe or passed overboard.

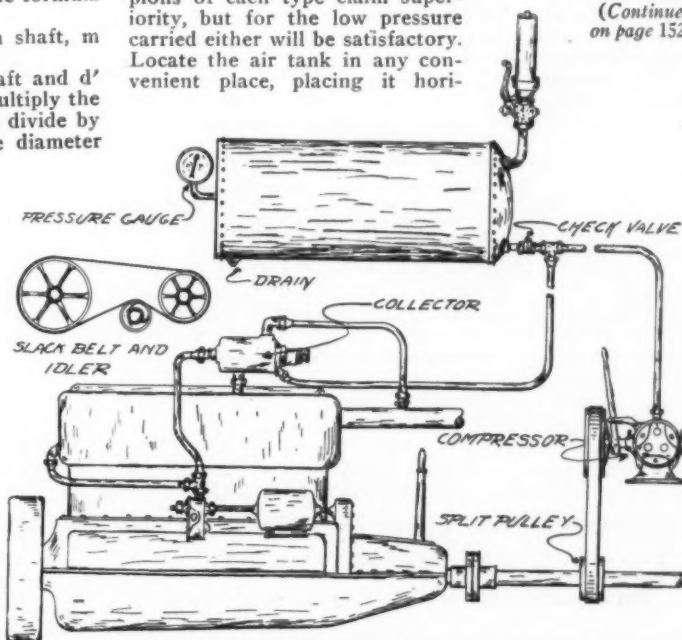
Where space permits, use an air tank of not less than 2 cu. ft. capacity, which is about 15 gallons. With a large tank, no appreciable drop in the pressure will be



A. G. W. suggests methods of changing the flange coupling to suitable pulleys

noticed on blowing the whistle. Use a tank that has been manufactured for that purpose and has been tested to at least twice the pressure to be carried. Any tank made for the purpose by a reliable manufacturer will be satisfactory, whether riveted or welded. Champions of each type claim superiority, but for the low pressure carried either will be satisfactory. Locate the air tank in any convenient place, placing it hori-

(Continued on page 152)



W. B. M. shows the proper method of connecting an accumulator or compressor to the engine

Fitting New Pistons and Rings

A Repair to Worn Engines Which Will Restore Their Usefulness and Willingness to Work

Answers to the Following Question Published in the March Issue

"Explain how you would fit a new piston and rings in order to secure a first class job."

Fitting New Rings

(The Prize Winning Answer)

WHEN it is necessary to fit new pistons and rings to engine cylinders, it is evident that both the cylinders and old pistons have worn to the extent that there is considerable gasoline and oil leakage past them; and, for this reason, the new parts must be fitted of the correct size so that this wear will be taken up and the leakage eliminated. In low speed motors a small amount of leakage from this source is not noticeable; but, in the highest speed motors even a small amount of leakage causes considerable increases in gasoline and oil consumption, as well as a decrease in the power output. In fact, it is only since the advent of the higher speed engines that there has been much demand for oversize pistons. Several motor manufacturers are regularly stocking these parts from five to thirty thousandths oversize; however, the larger oversizes are for the re-ground or rebored jobs.

The first step is the removal of the worn parts. Carefully caliper the cylinder bores to get the actual size, and remember that these measurements must be made in thousandths of an inch. It is better to use micrometers, or get a competent mechanic to do this job for you. Bear in mind that the most wear in the cylinders comes where the rings travel up and down, on account of their operating under a considerable tension pressing the faces of the rings against the upper part of the bores. On account of the intense heat which must be absorbed by the heads or tops of the pistons and conducted through them to the waterjacketed cylinder walls, the upper portion of the new pistons must have more clearance between them and the cylinder walls than the lower portions which are constantly bathed in oil and consequently operate much cooler. New pistons must be of the same length, same weight, same spacing or location of the

replacement piston must be of the correct size so that they match the hole in the other part of the connecting rod. In cases where the bushing is in the rod, the holes in the pistons for the pins must match the bushings. Where the cylinders are worn considerably out of round, or where scoring and scratching of the cylinders has taken place, the only method is to have the cylinders rebored, reground, reamed or honed and new pistons and rings installed. Fitting new pistons and rings to damaged or badly worn cylinders will never make



FIG. 1

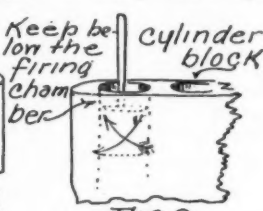


FIG. 2

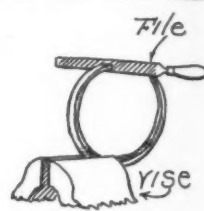


FIG. 3



FIG. 4

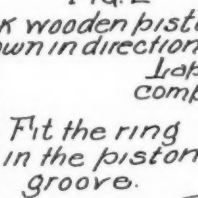


FIG. 5

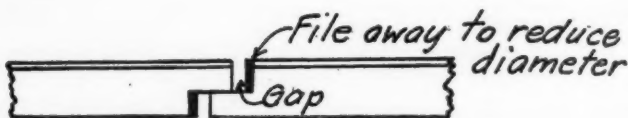


FIG. 6

Three brass strips help to slip the ring into its proper place

Sketches by J. E. M., showing the general operations of fitting new rings

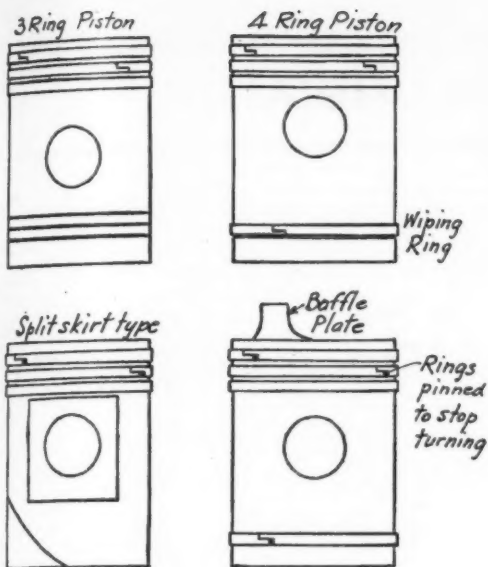
Rub ring on emery cloth with rotary motion



The method of lapping a new ring and filing the gap

wrist pin bushings, and approximately the same of top and side walls. In cases where light-weight alloy pistons are being substituted in place of worn cast-iron pistons, it is necessary to install a complete set as these parts must be of equal weights, and the wrist pin bushings must be located in the same place as on the old cast iron pistons. These wrist pin bushings in any type of

a satisfactory repair. In some motors four ring pistons are used, three being located above the wrist pin and one below, close to the bottom of the skirt; and, in many cases, it is possible to fit pistons up to as much as twenty thousandths oversize, as this fourth ring tends to wear the lower portion of the cylinders to nearly conform with the upper portion. Slightly scratched or rusted cylinders can be corrected by lapping in with a dummy or oversize piston coated with some abrasive, such as ground glass and oil, emery and grease or some of the manufactured compounds. Many mechanics lap in all new pistons and rings and this is very good practice, as it removes any roughness or inequalities in the newly machined surfaces. Where this is to be done, both the pistons and rings are purchased of such size that they can just be started into the cylinder bore, and by the continued lapping process the proper clearances are obtained. Cylinders that are ground rarely need this lapping, as the wearing surfaces are very smooth when the job comes from the grinder. The illustration will give you an idea as to how the lapping is done. A short piece of round wood, pipe or shafting is clamped in the connecting rod bearing; the piston is coated with an abrasive and started into the cylinder bore; by means of grasping this piece of wood, pipe or iron, the piston is worked up and down as well as in a semi-rotary movement, and this is kept up until the surfaces and clearances are as



Different types of pistons and ring arrangements as mentioned by V. L. S.

desired. After the pistons have been lapped, it is best to fit the rings rather tight and then lap them in slightly, after which the final fitting of the rings to the cylinders is finished.

Let us take a particular job so that you can get an idea as to the best method of proceeding in the average case. The engine, let us say, is a four cycle outfit with an original bore of four inches, while the stroke is five and one-half inches. The pistons are of the conventional type with three rings and the wrist pin bushing is in the upper part of the connecting rod. This motor is fairly well built, has had about the average amount of care, is lubricated by the force-feed and splash system, its rating is based on the maximum of 1,000 r.p.m., and it has had five seasons' use. The engine is first dismantled so that the pistons and rings can be removed; a pair of calipers are procured, and each cylinder is measured carefully so that the exact amount of wear can be determined. This proceeding must be done in each of the four cylinders, as there is often considerable variance in the amount of wear, and these measurements must be made at three points in the cylinder bore. Starting at number one cylinder, or the one next to the flywheel, we find that the top of the bore measures 4.015 inches, the center is 4.008 inches, while the bottom is 4.007 inches; number two cylinder measures 4.016 inches at the top, 4.010 inches in the center, and 4.009 inches at the bottom; number three cylinder measures the same as number one; and number four cylinder measures 4.014 inches at the top, 4.008 inches in the center and 4.006 inches at the bottom. The variance between the wear in the different cylinders is so much that the largest piston which could be fitted to make a snug fit at the bottom would be entirely too loose at the top of the bore.

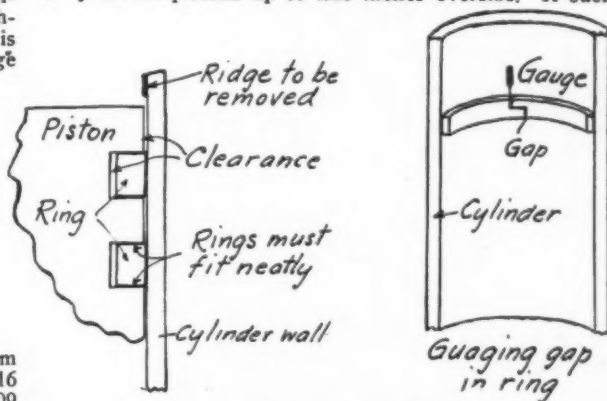
This would still allow losses of compression, oil pumping and piston slap; therefore, it is best that this motor be reground, after which new pistons and rings of the correct size can be fitted, and a first-class job is the result. As we desire the repair to be permanent and satisfactory, the motor cylinders, old pistons and connecting rods are taken to a shop specializing in this work, and the shop foreman is told to regrind the cylinders, fit in new pistons, rings, wrist-pins and bushings. It is always wisest

to have the wrist-pins and bushings renewed when a job of this sort is to be done, as these parts are more or less worn, and it is only a question of a short while before they will need renewal anyway; which would call for another dismantling. These shops can do the job very economically, or you can purchase the new parts from the manufacturer and install them yourself after the cylinders and pistons come back from the grinders. In doing this job yourself, drive out the old bushings with a drift pin, short piece of shafting or a short length of pipe of the correct diameter. The new bushings can be driven in with a block of wood and a hammer, or can be pressed in with a large vise. In order that pins should be a neat fit in the bushings, it is generally necessary to get an expansion reamer of the correct size and use it. After everything is fitted, be sure and lock the piston pins in place so that there is no likelihood of their becoming loose and scoring the cylinder walls.

Supposing this particular motor only shows an average of .010 inches at the top of the cylinder bore, and at least .005 inches at the bottom, it is possible to have it honed at some shop in order to bring the cylinders approximately true, after which about .009 inches or .010 inches oversize pistons and rings are fitted or lapped in. Particularly in the higher speed motors, it rarely pays to fit in oversize pistons where the wear is more than .007 inches or .008 inches, unless the wear is constant throughout the bore. As stated before, this happens in some cases where long pistons fitted with four rings are used.

In fitting in these oversize pistons and rings, measure the smallest part of each cylinder bore carefully, mark these measurements on a piece of paper, measure the bores at the top and bottom of the ring travel, mark these measurements on the same piece of paper; and, then after boxing up one of the old pistons and wrist pins, send the whole business to the manufacturer of the motor, or to a piston and ring manufacturer. Further, give him as complete information in regard to your engine as possible, such as power rating, revolutions, make and for what purpose to be used. This will enable him to send you parts of the correct size. If you intend to lap these new pistons in, tell him so. In this way, you will make it possible for him to tell you just what to do when installing the pistons.

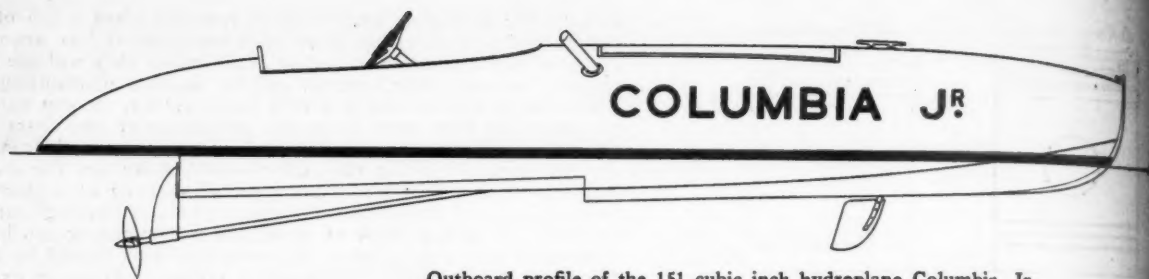
It may be that the manufacturer of your motor regularly stocks pistons up to .020 inches oversize. If such



V. L. S. shows some details of points to be watched in fitting new rings

is the case, write him and give him the full information as to model of engine, year purchased, number of cylinders, original bore and stroke, and the present measurements of each cylinder. Ask him what should be done, and when he tells you, it is best to follow his advice.

If you are making the final fit yourself, always allow about twice the amount of clearance at the top of the piston as at the bottom, in order to allow for the expansion and lubrication. If you find a ridge left at the top of the cylinder bore at the upper portion of the ring travel, this should be removed with a scraper or half round file, being careful not to mar any other portion of the cylinder walls. The piston clearances at the bottom should be from one to two (Continued on page 154)



Outboard profile of the 151 cubic inch hydroplane Columbia, Jr.

A Smart Little Hydroplane

Popularity of the 151 Cubic Inch Class of Racers Prompts a Clever Design for a Boat Which Can Be Easily Built

Designed Especially for MoToR BoatinG

By CHARLES D. MOWER

AS the little one-fifty-one cubic inch hydroplanes are playing a very prominent part in motor boat racing, it is believed that the design of Columbia, Jr., given in this issue of MoToR BoatinG will create a great amount of interest among the followers of this little racing class.

The design is a departure from the prevailing type of boats which have raced in the class, as the shape of hull above the water line similar to Teaser, Miss Columbia, and other prominent racing craft, has been adopted in the Columbia Jr. design in order to reduce the wind resistance. The result is a design of very racy appearance which should be faster than the usual type of square stern hull.

While the construction of a boat of this description requires considerable boat building skill, there is no real reason why an amateur builder who is a good mechanic with experience in wood working should not be able to handle the job successfully.

The first step in building from the design is to lay down the body plan, or cross sections, as shown on the lines, to the actual full size. This is done by following the measurements given in the table of offsets which give the shape of the hull to the outside of the planking so that in making the moulds which are to be to the inside of the planking, allowance must be made for the planking which is $\frac{3}{8}$ inches thick on both sides and bottom. A mould should be made for each cross section shown on the lines.

The keel, stem, step and transom should be gotten out as described in the specifications and properly assembled. The keel profile should be laid out on a spruce plank 14 feet long by 8 inches wide and dressed to $1\frac{1}{2}$ inches thickness. This plank is to be sawn to the exact shape of the keel profile and is then used as the longitudinal form on which the boat is set up for building. The keel assembly is set on the keel mould and firmly braced. The cross section moulds are next set in their proper positions. The moulds of the forebody should be placed so that the forward side of the mould is on the design station, and in the afterbody the after side of the mould is placed on the station; this avoids the necessity of beveling the moulds to fit the inside of the planking. Every mould must be carefully leveled and centered

and securely braced in position, square with the center line of the hull. Ribbands of clear spruce, or yellow pine, about 1 inch by $1\frac{1}{2}$ inches are next fitted to the moulds and should be let into the moulds so that the outside of the ribband is $\frac{3}{4}$ inch inside the face of the moulds. This is done so that the $\frac{3}{4}$ inch frames of the topsides can be bent over the outside of the ribbands. The light frames between the main frames, which are $\frac{1}{2}$ by $\frac{1}{2}$ inch, must be shimmed out on the ribbands in order to make them fair with the main frames.

COLUMBIA JR.

THE increasing popularity of small hydroplanes for class racing is responsible for the little design reproduced on these pages, and which is intended particularly for the 151 cubic inch class. While the $1\frac{1}{2}$ liter class has not yet grown to any serious proportions in the United States, the coming races in England will do much to stimulate this smaller class, and this little hull should make a fine boat for this class also. The design of the hull particularly as regards its appearance is novel, and follows the general style of such well known and speedy craft as Teaser and Miss Columbia, which performed so creditably in last year's competition. Amateur builders who undertake the construction of one of these hulls will be amply repaid in the fine sport in which they will be able to engage.

must be taken to have the seams of the inner and outer planking break joints so that the seams of the outer planking do not come over the seams of the inner planks. The inner planking should be fastened to the frames with small brass escutcheon pins and the outer planks screw fastened through the inner planks and the frames.

After the hull is planked the building moulds are removed and the engine keelsons fitted as shown on the plans. The details of finishing the interior are very simple and are clearly shown on the drawings.

The engine shown on the plans is the Special Universal Motor which is built especially for this racing class, but the Owner may make his own selection of power plant as the Erd and other engine companies all make special racing motors for boats of this class which can be used successfully. The engine builder's recommendation as to propeller size should be followed as well as their instructions regarding the motor installation. The maximum speed of Columbia Jr. (Continued on page 22)

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COLUMBIA Jr.

A 151 Cubic Inch Hydroplane

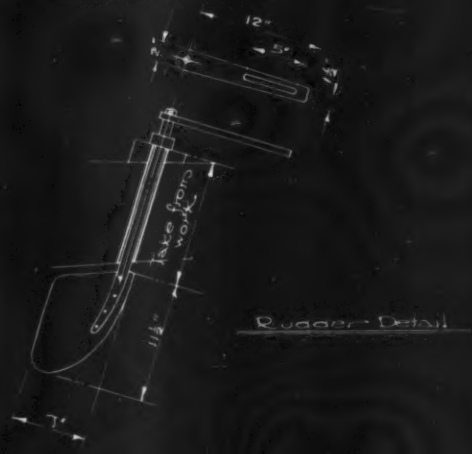
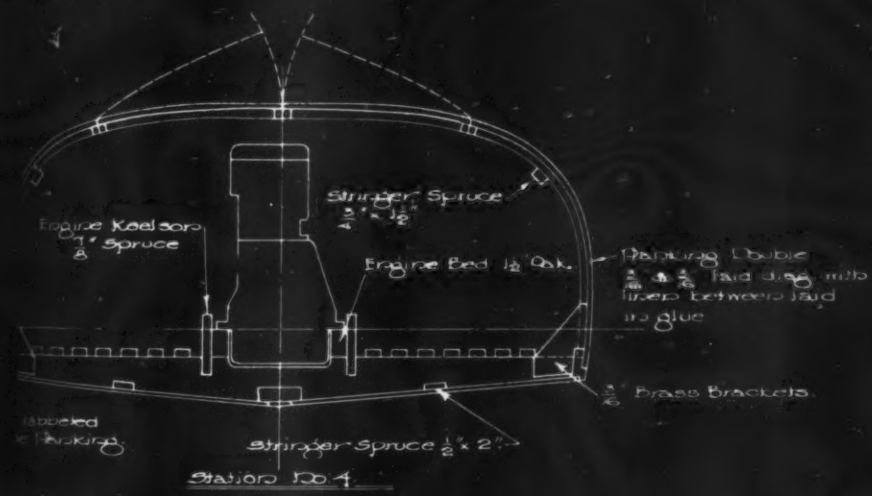
MOTOR BOATING'S
BUILD A BOAT Series

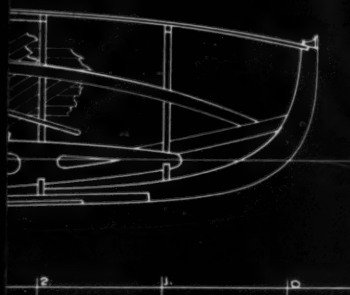
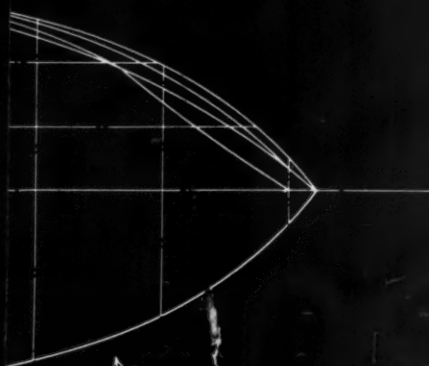
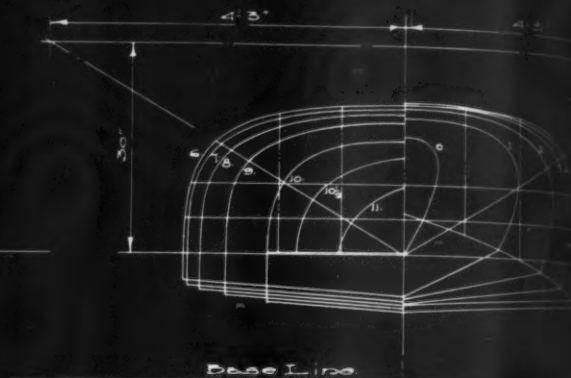
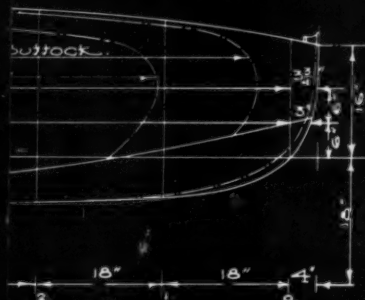
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Designed by
CHAS. D. MOWER
Especially for



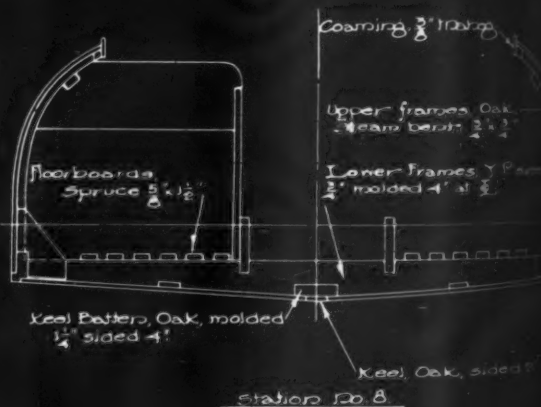
119 West 40th St.
New York





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	18" Buttlock			3-0-0	3-1-4	3-2-4	3-3-3
	Forward Chaine	1-11-0	1-7-2	1-4-1	1-2-4	1-0-2	1-0-4
	" Keel Line	1-8-0	1-0-2	0-11-5	0-11-2	0-10-6	0-10-
Half-Breadth	Aft Chaine						
	" Keel Line						
	W.L. 1.	0-4-4	1-5-5	2-0-2	2-3-4	2-5-3	2-4-3
	W.L. 2	0-2-6	1-4-3	1-11-7	2-3-6	2-5-7	2-4-7
	W.L. 3.			1-10-4	2-3-1	2-5-7	2-4-5
	Chaine Line	0-2-6	1-2-3	1-9-6	2-2-4	2-5-2	2-4-3
	Diagonal		1-8-3	2-2-7	2-5-3	2-6-5	2-7-

Date — All dimensions in feet, inches
of Planking



Upper frames Oak
beam berth 2' x 2'

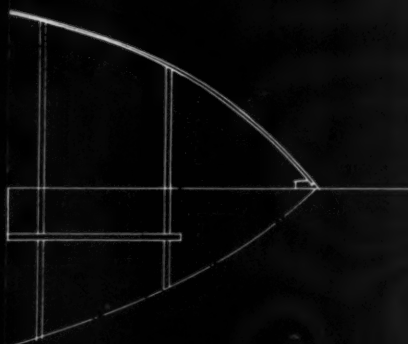
Lower Frames Y P

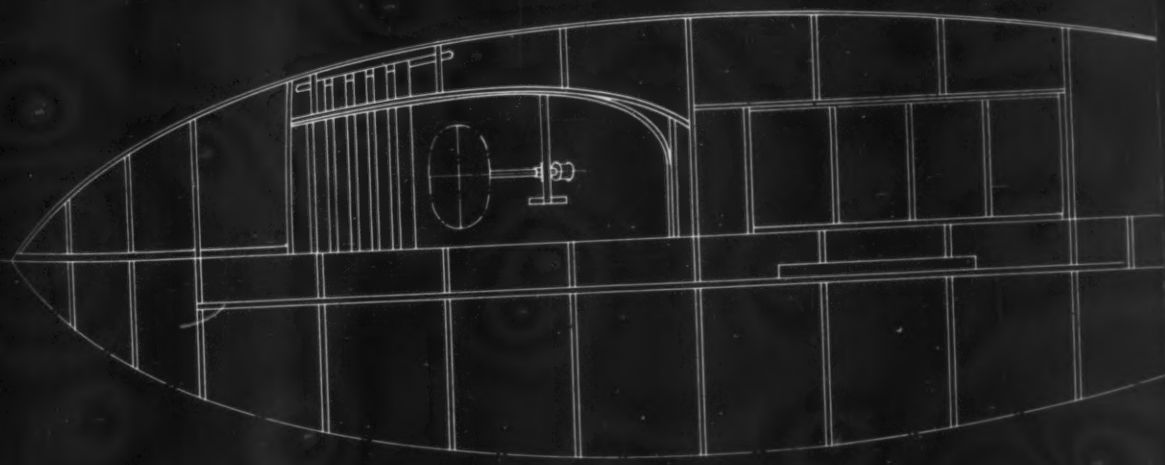
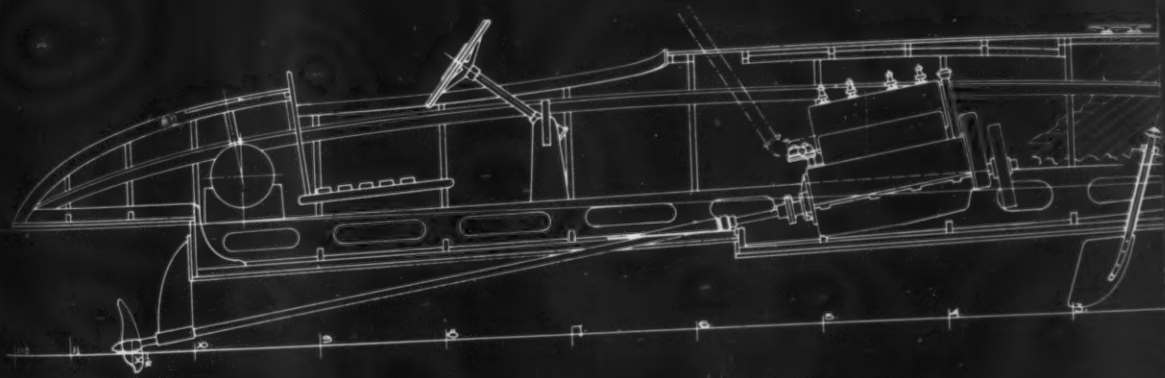
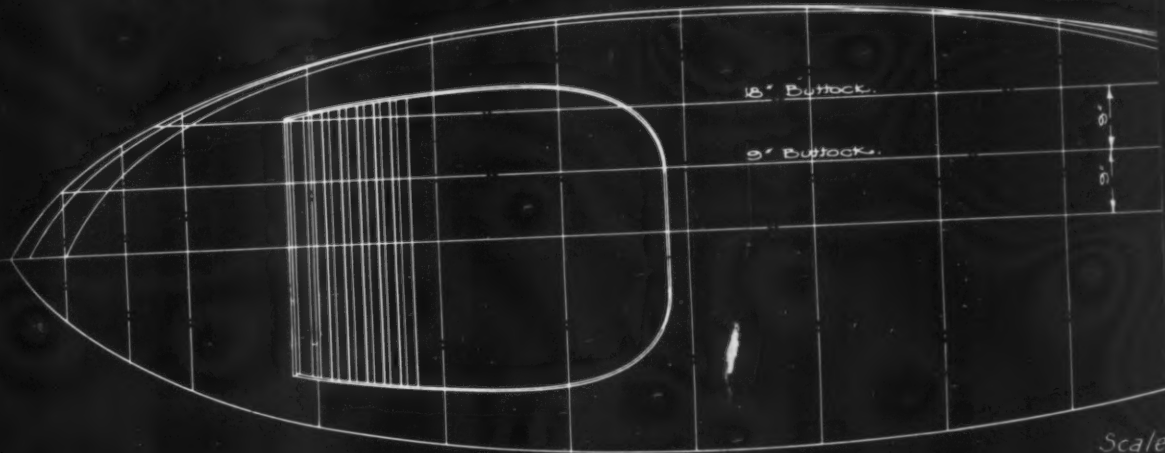
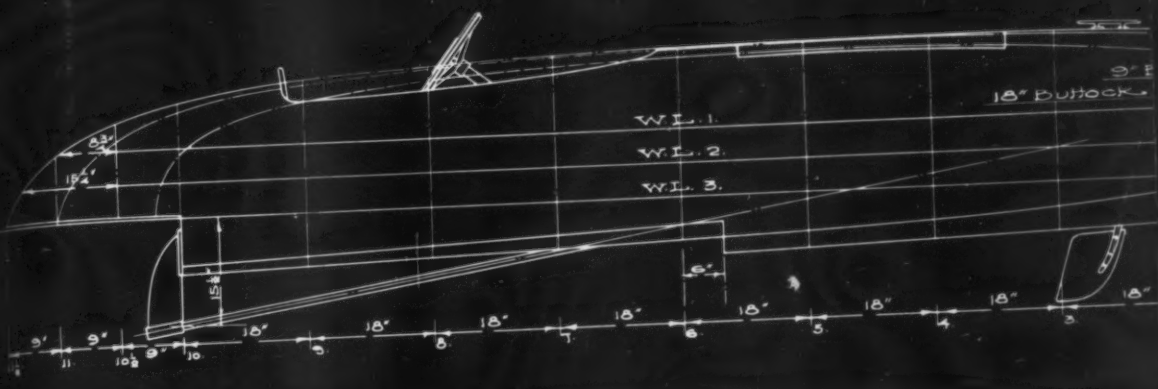
Lower Frames, 1 Pair
2' molded 4' at 1/2"

Keel Batter, Oak, molded
1 1/4" sided 4"

Keel Oak sided?

Station No. 8







Dodge boats are protected, inside and out, with Valspar. Photo by M. Gregor & Vallin.

Valspar wins!

RUGGED durability. Absolute waterproofness. Beautiful finish. Valspar qualities every one!—qualities that have earned for this varnish the unanimous endorsement of master boat builders all over the world.

Read in the accompanying letter, why the Horace E. Dodge Boat Works selected Valspar. Only the finest varnish obtainable could meet the exacting requirements of this well-known firm. And Valspar qualified, of course!

Valspar is the varnish that stands up against weather and water—the Varnish that resists the action of oil, gasoline and the tearing vibration of powerful engines.

HORACE E. DODGE BOAT WORKS INCORPORATED 224-214 LAFAYETTE AVENUE DETROIT, U.S.A.

Valentine & Company,
460 Fourth Avenue,
New York City.

December 8, 1925.

Gentlemen:

As you well know, for many years I have specified Valspar on special racing craft which I have designed so that it is but natural Valspar should be used on the stock runabouts which our company is now building. We have selected it on account of its lasting qualities when the boat is in service as well as on account of the very beautiful finish which is obtained with it.

Everyone who is qualified to judge a boat has asked us what varnish we have used in order to get the finish we do when they might have known without asking.

Not only are we using your varnish on the decks and top sides of the boats, but we are also finishing the entire interior of the hull which includes the inside of the planking, frames and seam battens with Valspar Varnish. We find that your Valspar gives lead paint, at the same time presenting a very much more finished and attractive appearance.

Yours very truly,

HORACE E. DODGE BOAT WORKS, Inc.

George F. Dimech
Vice-President.

GFC:H

For all marine uses, Valspar, of course!

Largest Manufacturers of High-Grade Varnishes in the World

This coupon is worth 20c to \$1.60

 VALENTINE'S VALSPAR The Varnish That Won't Turn White	VALENTINE & COMPANY M. B. 5-26 460 Fourth Ave., New York I enclose dealer's name and stamps—20c for each 40c sample can checked at right. (Only one sample of each product supplied at this special price. Write plainly.) Valspar Instruction Book with Color Charts, 15c extra.	Clear Valspar... <input type="checkbox"/> Valspar Bronze Bottom Paint... <input type="checkbox"/> Aluminum Paint... <input type="checkbox"/> Gold Paint... <input type="checkbox"/> Yacht White... <input type="checkbox"/> Yacht Black... <input type="checkbox"/> Valspar-Enamel... <input type="checkbox"/> Choose 1 Color... <input type="checkbox"/> Valspar-Stain... <input type="checkbox"/> Choose 1 Color... <input type="checkbox"/> Valspar Book... <input type="checkbox"/>
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BOATS—*Large and Small*



A fast 25 foot runabout, powered with an F-6, 100 h. p. Scripps engine, and doing 26 m. p. h. is one of the stock models, built by the Albany Boat Corporation at Water-vliet, N. Y.

A large 52 foot twin screw cruiser, built by the Burger Boat Company, and powered with two type E, six cylinder Scripps engines. She does 14½ miles, and is a very elaborately and completely equipped craft

This 26 foot Great Lakes special runabout owned by Dorothy Thorne of Chicago, does 30 m.p.h. with the help of an F-6 Scripps engine. The boat has double cockpits, with windshields on each



The husky 32 foot seagoing cruiser, built by the Casey Boat Building Company, Fairhaven, Mass., and powered with an F-4 Scripps engine. The boat has a heavy iron shoe the full length of the keel, and carries additional ballast inside





John Held Jr.

Throw the Old Coffee Cups down to Davy Jones and ship a Gallant Set of Ovington China!

THE gravity route to Davy Jones on a one way ticket is the best of all send-offs for a set of china that disgraces some otherwise immaculate yachts!

And the clear course to Ovington's is the best of all ways to get china that will do justice to the saucy ship of your leisure hours and days.

OVINGTON'S

"The Gift Shop of Fifth Avenue"
Fifth Avenue at 39th Street

Nor is such a course fraught with uncharted perils to the treasure-chest. For, with as little as \$100 in your dungarees you may have a beautiful set for six, decorated with your own and club flags.

Crystal too may be had to match. Designs will be submitted gladly to any member of a recognized yacht club.

~again we ask Easy Starting? ~HOW Easy?



again
we say~

THE first thing you want of your outboard motor is easy starting every time you use it. And the pleasure and satisfaction you get from your motor is in exact proportion to the ease with which it responds.

So again we ask, "Easy Starting? How Easy?" And again we answer —

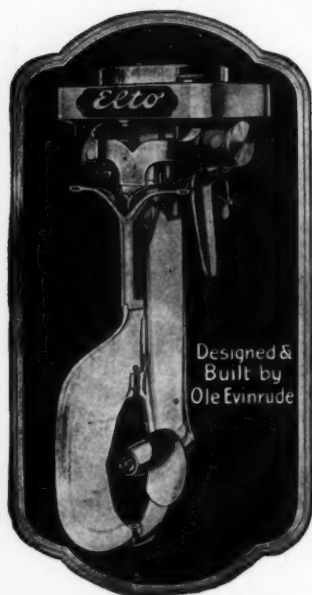
"The Super Elto starts with a quarter-turn flip of the flywheel — a little movement of wrist and forearm—only a finger-tip job."

That's how **easy** you start the Super Elto! Even a child does it instantly without standing, balancing or kneeling in the boat! No need for starting devices! No need for spinning the flywheel! No need for cranking over compression.

Flywheel speed has absolutely nothing to do with generating the Super Elto's starting spark.

The easy **quarter-turn** of the Elto's flywheel merely draws gas into the cylinders, and acts as a trigger to release the every-ready, big hot starting spark through the famous Atwater Kent Uni-Sparker!

And let it rain! The Super Elto's ignition system can be submerged for hours — days — with no effect on motor performance!



The "Starts on a quarter turn"
Super-

© E. O. M. Co.
A-3255 — DPO



Power AND Light Weight!

BECAUSE it is the combination of bountiful power **AND** easily portable light weight that is so desirable in an outboard motor — because *either* of these features without the other is no great advantage — we emphatically repeat — “Power **AND** Light Weight are combined in the Super Elto!”

And again we say “Power and Light Weight cannot be considered separately in an outboard motor!”

The Super Elto’s full 4 H. P. (S. A. E. Rating) provides an abundance of

power for heavy, substantial family boats — provides speed as high as 14 miles per hour on pleasure or racing boats and *yef* is light enough for the stern of frailest craft.

The Super Elto is the *universal* outboard — the one outstanding, single-model success that meets *every* demand—fulfills *every* wish and requirement of *every* outboard motor user.

Easy to handle, *easy* to take on your fishing, hunting or camping trips. Rudder folds for carrying, making the Super Elto the most compact light twin motor.

Send for Elto Catalog!

Describes the many exclusive Elto features—boat and motor control from any part of boat — safe rudder steering — Trouble-proof Propello-Pump — “Fish-gill” underwater exhaust; silent, odorless — big bearings—floating type drive shaft — and many other features. Handsomely illustrated, intensely interesting, and a real guide to outboard motor values. Send for it today!

To own an Elto is to have in one motor easily portable light weight, at no sacrifice of power — and power and speed at no sacrifice of light weight!

ELTO OUTBOARD MOTOR COMPANY, OLE EVINRUDE, *President*
Dept. F Manufacturers Home Building Milwaukee, Wisconsin

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Kindly send me the new Elto catalog.

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“Turns the Rowboat into a Launch”

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Yard and Shop

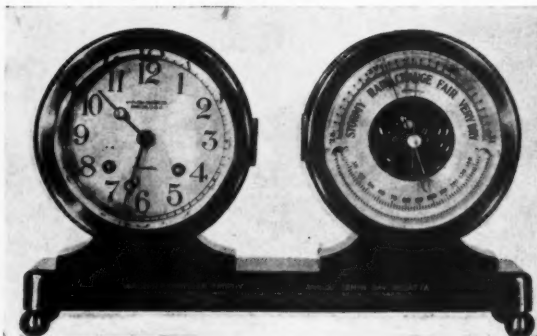
Notes of Interest to Both Owner and Manufacturer

The Gulf Coast Pilot

AMONG the recent publications by the U. S. Coast & Geodetic Survey of the Department of Commerce, is the United States Coast Pilot of the Gulf Coast. This is an entirely new volume, replacing an early edition of the Atlantic Coast series of Coast Pilots, and contains much new information, based on recent surveys and the important commercial development of the many Gulf ports, during recent years. The information in the book has been rearranged to make it most convenient for the use of the mariner. Yachtsmen particularly will also be interested in the Inside Route Pilot, Key West to the Rio Grande. This volume gives descriptions and directions for the inland waterways, and the partially protected routes, suitable for boats of moderate draft. A complete set of route charts accompanies the book.

W. S. M. Has Unusual Features

The motor division of the Wellman-Seaver-Morgan Company of Cleveland, has been purchased in its entirety by the Sanderson Cyclone Drill Company of Orrville, Ohio. All the drawings, machinery, tools, and jigs, of the W. S. M. plant were transferred to the new company, and all the physical property has been removed to the new factory, at Orrville, where the engines are now being built. The W. S. M. engine will continue to be built as a four cylinder valve-in-the-head machine, with a bore of $4\frac{3}{4}$ inches, and a stroke of 6 inches. This will develop 28 h.p. at 600, and 56 h.p. at 1,400 revolutions. It is built on a limited production basis, and is strictly a quality product.



The Walter P. Chrysler Trophy presented for competition among 335 cubic inch runabouts at the Tampa Bay Regatta

Among the unusual features will be found cylinders with sleeves, which can be removed without taking the motor from its base. Connecting rods and pistons can be replaced, from either top or bottom of the engine. Cylinder heads carrying with them the valves, rocker arms, and spring, can be taken off as a unit for attention. Large hand hole plates on each side for easy inspection. Full pressure lubrication for all moving parts without the use of exposed piping. A chrome nickel shaft of the highest practical hardness. An enclosed governor, running in an oil bath, as well as a fully machined combustion chamber.



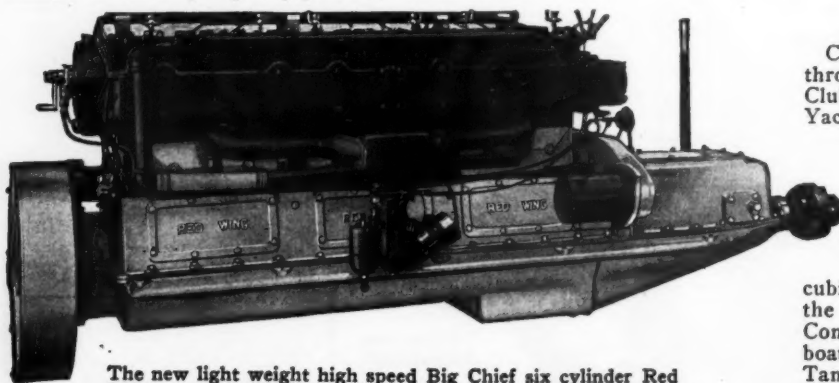
A folding portable boat built by the King Folding Boat Company, Oakland, Calif., and driven by an Elto engine. Both boat and engine can be carried on the car

twin screw Diesel engine equipment, varying from 550 to 1,600 h.p.

Junior Gold Cup Challenge

Commodore D. P. Davis of Tampa, through the Davis Islands Yacht Club, has challenged the Detroit Yacht Club for the Junior Gold Cup, of the American Power Boat Association. The trophy was given to the A. P. B. A. in 1923 by Commodore Harry B. Greening of Hamilton, and the late Colonel Thos. A. Duff, of Toronto, for the 335 cubic inch class runabouts about half the engine size of the Gold Cup. Commodore Davis has not named his boat. The challenge was filed for the Tampa sportsman just previous to

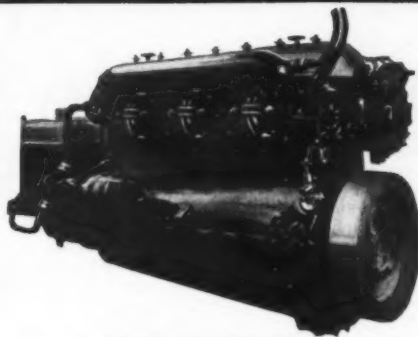
(Continued on page 56)



The new light weight high speed Big Chief six cylinder Red Wing engine, which is equipped with a non-corrosive base

Diesel Powered Express Cruisers

—from 40-foot upwards
now possible



MAYBACH ZEPPELIN
150 H.P., Lightweight, High Speed,
Full Diesel

Safety Simplicity Economy

These qualities are always looked for, rarely found. You get them all, and more besides in the

MAYBACH-ZEPPELIN FULL DIESEL ENGINE

Lightweight, High Speed, 150 H. P. at 1300 r. p. m.

SAFETY

No danger of fire or explosion, because you burn FUEL OIL instead of gasoline.

Reliability is a Diesel characteristic.

SIMPLICITY

Full Diesel principle with air injection dispenses with ignition and carburation troubles. It has neither.

Compactness of this motor is extraordinary. It occupies no more space than any 150 H.P. gasoline motor.

Maybach patent injection valve makes it possible to run this engine at any speed from 1300 to 300 r.p.m. This is of value in maneuvering the boat.

ECONOMY

It only costs 40-60 cents to run this motor at full speed for one hour. Burns about 8 gallons of fuel oil per hour, costing from 5 to 7 cents per gallon.



MAYBACH EXPRESS CRUISER
Diesel Powered
67 feet long. Speed, 20 m.p.h.

*Write us for quotation on complete
boats or on engine installations*

MAYBACH MOTOR CO.

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578 MADISON AVENUE

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Yard and Shop

(Continued from page 54)

the Tampa Regatta, and he has not decided whether he will use one of the Tampa Baybie boats, which were built to Junior Gold Cup rules, or build a new boat. Only one race has been run for this trophy, the first event, in 1924, which was won for the Detroit Yacht Club by Aaron DeRoy's Lady Helen, piloted by Dick Locke, John L. Hacker designed and built the hull for the Lady Helen and the engine was one of the first Scripps F-6 type, which have since been used to power both the Biscayne and Tampa Baybie types.

Aaron DeRoy will defend the trophy for the Detroit Yacht Club, and the race will be one of the features of the tenth annual Detroit Regatta, September 4-6.

Cox & Stevens Move Uptown

Cox & Stevens, yacht brokers, naval architects, and marine engineers who have for the past twenty years maintained their offices in the downtown district, have, as a result of the change in business conditions, decided to move uptown. They will, on May first, be established in their new offices on the 17th floor of 341 Madison Avenue, a new building that has just been opened, and which is on the corner of 44th Street. Cox & Stevens will have the entire 17th floor, which provides them with additional office space to take care of their constantly growing business.

Ship's Bell Clocks

In order to give the proper nautical flavor to yachts of any pretensions, it will generally be found that they are provided with a ship's bell clock, which strikes regular ship's time, from one to eight bells, in the well known way. Many of these yachtsmen have acquired their clocks as prizes in hard-fought competitions, and have a sentimental value as a result, far greater than the actual value. One of the leading manufacturers of such clocks is the Waterbury Clock Company, who build one of the most complete assortment of ship's clocks, which are especially adapted for use on boats, as well as in the yachtsmen's home. All those built by this company are provided with heavy brass cast faces, finished in a number of ways. Those designed for ship's use are generally arranged to fasten directly to a bulkhead, while those designed for home service are fitted with a mahogany base in attractive designs. The movements are of a high quality and have given excellent service for years to those who own them. The strike of the chimes is clear in tone, and reproduces the stroke of the gong on shipboard. The cost of these clocks is moderate, and when consideration is given to the fact that a high class time piece is combined with the nautical flavor of the ship's bell, it is difficult to see how any yachtsmen can get along without one.

Model K Speedway in Production Again

At the recent Motor Boat Show held at the Grand Central Palace, New York City, appeared an engine which caused no little comment among yacht owners. It was the Model K Speedway rated at 22-28 horsepower. This is the smallest engine built by the Consolidated Shipbuilding Corporation.

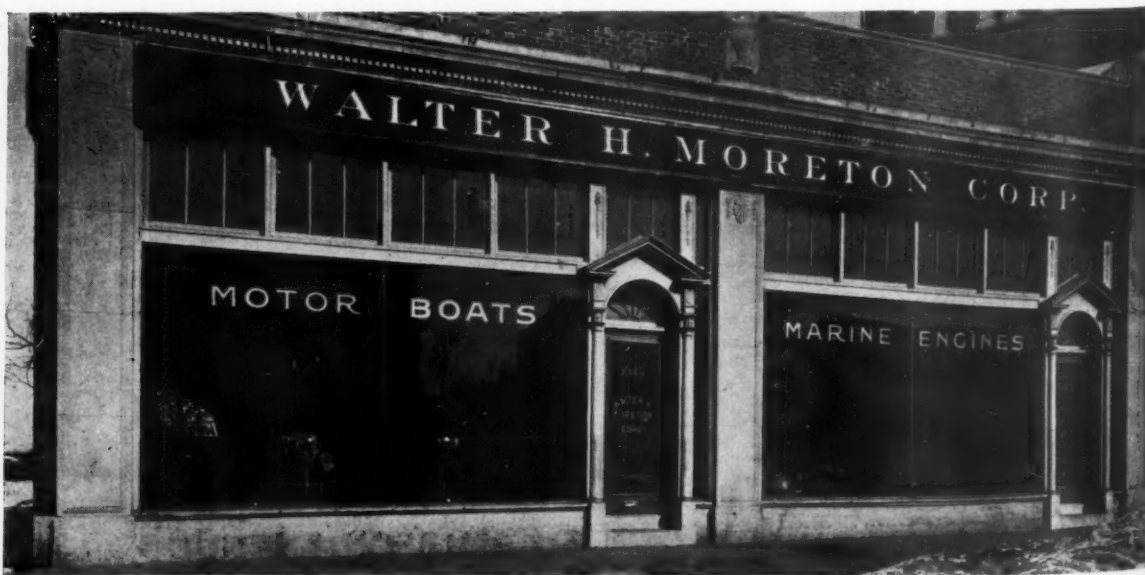
For some time past, the Model K Speedway has been missed, the builders having temporarily discontinued its manufacture. Such interruption in the production of this model was necessary while certain changes and improvements in design were worked out, and thoroughly tested.

This new Model K Speedway therefore, has made its formal bow to the public and owners desirous of a high-grade engine for yacht and small boat service will welcome its return.

A brief specification follows: 4 cylinders. With a bore of 4 inches and stroke of 4½ inches. It weighs 550 pounds.

The New Globe

Great progress has been made in high speed engine design and construction in the last few years. The new Globe marine engine, as built by the Johnson Motor Products Company of New York, embodies some of the most modern design and gas engine construction theory. The engine is a twelve cylinder twin six following in its general appearance the old Liberty engines. The comparison stops there, however, and the new engine is particularly constructed for severe marine service. The cylinder block is a casting of a special alloy of great strength and light weight, fitted with detachable sleeves. The rocker arm for the valves is made of the same lightweight metal, and studied weight reduction has accomplished much in holding the weight of the machine down to 1,500 pounds. The Delco starter on these engines embodies a new principal which places the bendix spring on the slow speed shaft, which eliminates breakage at this point. The entire starting equipment can be lifted off in one piece when necessary, as there is nothing to interfere with its easy removal. The base casting also is a fine piece of work, with no outstanding parts to interfere with the construction of the boat. These engines will develop up to 550 h.p. at 2,400 revolutions, and will maintain this power output for hours at a time. They have frequently on tests been run for fifty hours or more at maximum power. The fuel and oil consumption is low, being about 32 gallons of fuel per hour, and about one half gallon of oil, both at full load.

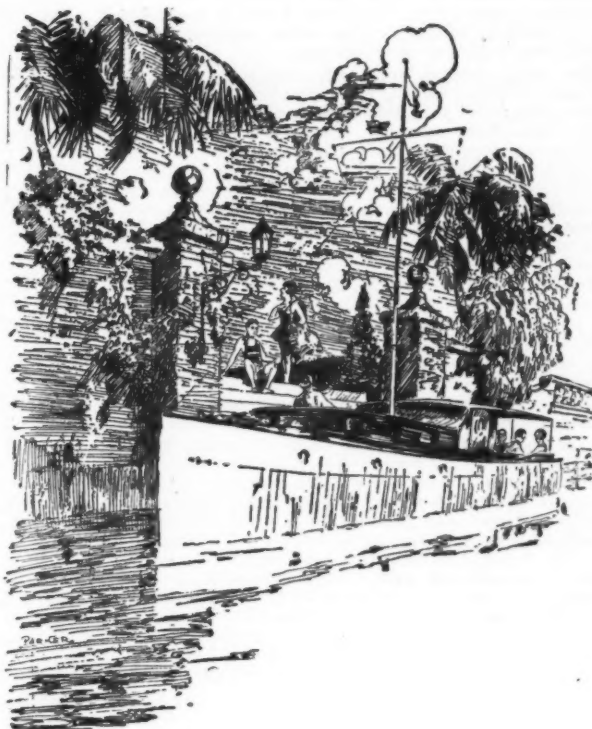


The new showrooms of the Walter H. Moreton Corp. in Boston, recently opened for the better display of boats and engines

A Tribute to Man's Resourcefulness

SUCH is VENETIAN ISLES as a development project. Biscayne Bay has always had its natural attractiveness, but Biscayne Bay has heretofore been largely unnavigable. The sheltered waters of this beautiful bay have been denying to those who would enjoy pleasure boating this privilege because of the shallow conditions prevailing over the greater portions of its expanse.

And now man's genius proposes, and is already proceeding to create in this beautiful body of water a two-fold benefit:



FIRST—The creation of islands that will make possible magnificent residential estates, delightful individual building lots, matchless hotel and apartment sites overlooking one of the most beautiful sheltered bodies of water anywhere in all the world, and

SECOND—By virtue of this great engineering feat, transforming a heretofore shallow, unnavigable bay into a delightful and altogether perfect yacht basin.

And included in this wonderful plan will also be two beautiful boulevard drives—the one, the Drive of the Campanili—with an adjoining park overlooking the waters of the bay itself, and the other of equal length—approximately 6 miles—through the center of the chain of islands.

VENETIAN ISLES merit your immediate investigation as an investor—providing you believe in buying something that is altogether different and supremely superior.

VENETIAN ISLES

Gems of America's Mediterranean

Miami—107 N. E. 2nd Ave.

Miami Beach—1622-A Alton Road

The Newest Diesel Yachts

(Continued from page 33)

able living quarters, especially suited to coastwise cruising, but still sufficiently seaworthy for long off shore trips. The beam of this boat has been placed at 24 feet, with a draft of 8½ feet. The hull construction throughout is very substantial, and this, combined with a large fuel and water capacity, makes the displacement quite heavy. The boat has been given a high freeboard forward, to provide for the double forecastle, which has then been connected with the lower waist by an easy curve. The deck house is moderate in length, and entirely of steel. The entire composition of the design is well balanced and pleasing.

The power plant, located practically amidships, consists of two Winton Diesel engines, each developing 225 h. p. All auxiliaries are located in the engine room proper, and arranged for continuous service. There are two Mianus full Diesel electric generating sets, one of 9 k. w. and the larger of 14 k. w. capacity, and an unusually complete equipment of Diesel and electric driven air compressors. A large electric Brunswick-Kroeschell refrigerating unit, as well as a hot water heating plant, and ventilating system. All boat hoists, deck winches, and anchor handling gear, will be electrically operated. The main engines will be able to drive the boat at 13 knots, and can maintain 12 knots for long cruises indefinitely.

A larger Diesel yacht, Robador, also built at the Newport News plant, from Cox & Stevens designs, for Robert Law, Jr., is well suited for general use along the Atlantic Coast, and has been given excellent seaworthy qualities for off-shore voyages. Her dimensions are, length over all, 160 feet 10 inches; beam 26 feet; and draft 9 feet 9 inches.

Robador in some respects differs from the majority of recent designs. The owner preferred to have his own living quarters forward, thus placing the officers and crew aft. As a result the after deck is not available for the owner, and a two-deckhouse arrangement was selected, providing ample and sheltered deck space between the houses. The sheer is continuous, the freeboard moderate, the stem is slightly curved, and raking forward, and a moderate well modeled overhang terminates in a transom stern. The stack is nearly amidships. There is one large deckhouse on the bridge deck combined with a navigating bridge, and two pole masts, on which staysails are carried, add dignity to the design.

The machinery is located amidships and consists of two Winton Diesel engines of the most modern type, each of which develops 450 h.p., giving a total of 900 h.p. The auxiliaries are located in the engine room proper, and have been selected with the greatest care, having in mind the service in which this yacht will be employed. There are two full Winton Diesel driven electric generators of 20 k.w. capacity

each, an unusually complete equipment of Diesel and electric driven air compressors, a large electric Brunswick-Kroeschell refrigerating plant, an American Radiator Company heating plant with radiators in all the living spaces, a forced ventilating system operated by electricity and electrically operated pumps for usual ship's service. Hyde Windlass Company's electric boat hoist, deck winches and anchor gear are provided.

Savarona, a large Diesel yacht, was designed for R. M. Cadwallader, Jr., by the same designers, and is also being built at the Newport News plant. This boat has been arranged for extensive entertaining, and is an able and seaworthy craft of high speed. Her length is 185 feet, with a 27 foot draft, and a 10½ foot beam. The design is of the type adopted in most recent seagoing vessels. She has a continuous and rather lively sheer, high bulwarks, a good freeboard, a slightly raking stem, and a moderate overhang aft, terminating in a well modeled transom. There is a continuous steel house on the main deck, over which a bridge deck is worked for the full length. On top of this is a deck house, with a navigating bridge. The entire construction is in excess of Lloyd's requirements, with all exposed decks and woodwork of teak.

The power plant in Robador is also located amidships, and consists of two large Winton Diesel engines of 800 h.p. each, giving a total of 1,600 h.p., which are to drive the boat 16 knots. All auxiliaries are also in the engine room, and comprise two full Winton Diesel electric generators of 35 k.w. capacity, and an unusually complete assortment of Diesel and electric driven air pumps, a Brunswick-Kroeschell refrigerating plant, an American Radiator hot water heating plant, and a Sturtevant forced ventilation system. As in the other boats, all deck winches and deck machinery are electric operated, supplied by the American Engineering Company, and the Hyde Windlass Company. Electric current for these machines is distributed through a switchboard built by the General Electric Company of Schenectady. All yachts of this type carry an elaborate equipment of small boats, and in common with the others, this boat is fitted with a 26 foot owner's launch, a 21 foot crew's launch, several 20 foot regulation life boats, and one smaller dinghy. All motor boats used on each of these new vessels, have been fitted with Kermath marine engines, and the owner's launches with the 50 h.p. engine, while the crew's launches carry the smaller 20 h.p. size.

The decoration and furnishing of the interior of a vessel like these, is quite a problem. While no elaborate effects have been sought, each portion of the interior has been carefully studied, and arranged in good taste, in keeping with the desire of the owner to provide himself and his guests

(Continued on page 196)

The Stock Boat

(Continued from page 17)

boat to be considered in the stock boat class must be of a type which is built in advance of its sale, and which is available for inspection and purchase at the plant of the builder, or at a suitable sale agency in various centers. The boat having been purchased, should be delivered by the builder promptly and in the same condition as the one inspected by the purchaser. There should be no extras added in at the last minute, which increase the cost far beyond what was expected, nor should any items of equipment be shown with the sample which are not included in the actual delivered boat. It should not be necessary for a prospective purchaser to inquire into the details of structural features of the boat. It should be assumed that the builder knows what is proper, and supplies the materials and fastenings of sufficient strength to turn out a substantial boat. Having purchased a boat, the new yachtman should be able to start off immediately on a trip, if he is so inclined, without having to go to the trouble and expense of looking after the many points which may cause trouble. The engine should be in correct position, and running order. The plumbing fixtures should all be so installed as to operate without coaxing. The stuffing box should be properly packed, so that there will be no leakage. The painting should have been completed, and given time to dry. The bilge should be clear of all chips and sawdust, so that the new customer will not be called on to clean it out. Similarly every detail and feature about that boat should be complete and proper. The builder himself

should make a thorough inspection before the boat is turned out of the shops to insure of its being entirely up to the standard.

Standardization is a very elastic term. The automobile industry today can be said to be more completely standardized than any other. Accessories, such as tires and other fittings are interchangeable on various sizes of wheels, and a careful study of the structural features of the boat should be made so as to permit of a similar degree of standardization. The Society of Automotive Engineers has taken some very suitable steps in this direction by recommending to boat builders throughout the country certain standards of construction. Engine bed timbers for example have been divided into several groups according to the size of the powerplant to be used. Any engine within the power limits should be adaptable to the engine bed of a boat intended for that power. There should be no need for expensive reconstruction, if another engine is to be substituted at any time, since all foundations should be of the same dimensions. Another feature which has been standardized is the propeller shaft taper, and this is an excellent beginning. It should be possible to specify a shaft diameter, and have the propeller manufacturer turn out a properly bored wheel to fit. There is no more excuse for several different standards of propeller shaft tapers than there is for several different sizes of buttons on one coat.

(Continued on page 176)

Watch This Summer in Miami

**It will be the GREATEST
in all Miami's History!**

**This is not an idle statement—It is not a statement at random—
It is NOT simply a dash of flamboyant optimism—It is a state-
ment BASED ON FACTS.**

—A statement fully warranted by the present situation in the Greater Miami Area.

Nearly all the great hotels have announced

that they will remain open this summer.

Railroad and steamship companies have announced

Summer excursions to Miami.

Furthermore, there has already been definitely announced

a Greater Building Program, FULLY FINANCED than ever before at this season.

**And still further, there will be expended approximately 14 MIL-
LIONS OF DOLLARS**

*upon improvements in the Greater Miami District as represented by the bond issue
recently passed.*

**Do you know that it is estimated that between 200,000 and 250,
000 persons have already indicated their intention of coming to
Miami by tentative and definite reservations already made with
the various steamship lines out of New York—direct to Miami?**

**SUCH A SITUATION NEVER BEFORE
EXISTED AT THIS SEASON**

in all of Miami's history!

AND, therefore, MIAMI SHORES, an integral part of Greater
Miami—with its magnificent natural advantages of location
—its intensive improvement and building program—offers to you
an unusual opportunity to invest wisely in the Greater Miami area,
by purchasing at MIAMI SHORES where all of the arbiters of value
which go to make for profit are at work for you.

MIAMI SHORES

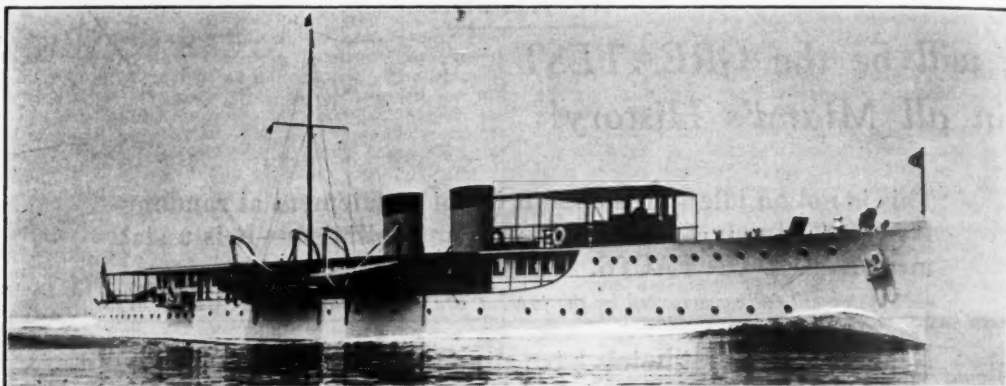
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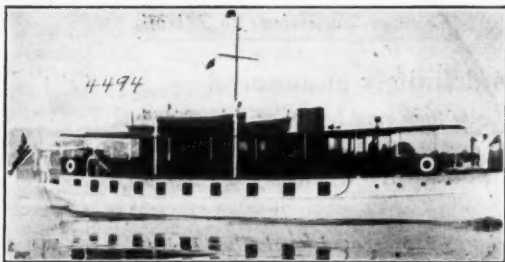
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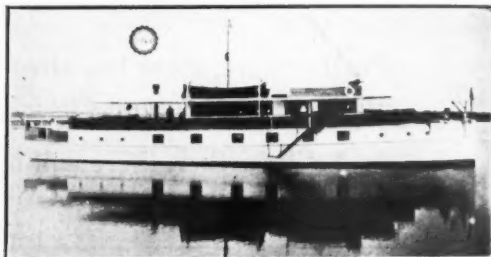
COX & STEVENS

 Telephone:
VANDERBILT 0011
NAVAL ARCHITECTS—MARINE INSURANCE—YACHT BROKERS
Removed to 341 Madison Avenue, cor. 44th Street, New York.


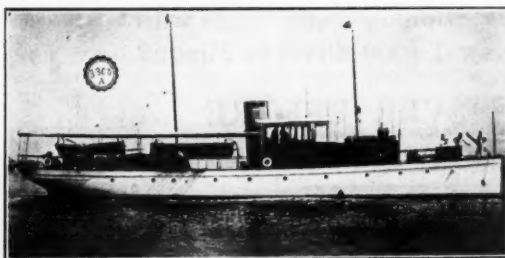
No. 2887—Largest, high-speed Seagoing Yacht in existence. Our design. Embodies speed of destroyer with comfort and beauty of modern yacht. Speed up to 32 knots. Oil-fired; turbine driven. No vibration. At ordinary speed is economical as ordinary cruising yacht. Ample accommodation. Available at less than one-fourth cost of duplication. Cox & Stevens, 341 Madison Avenue, New York, N. Y.



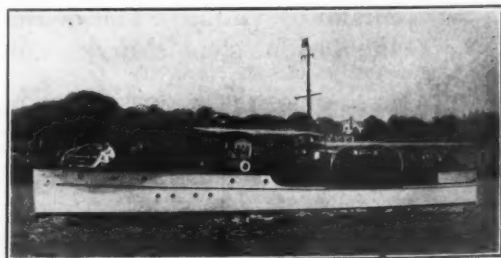
No. 4494—FOR SALE—Comparatively new 85 ft. Mathis houseboat. Speed 12-14 miles; 2 six cylinder 150 H.P. Speedway motors. Two double and two single staterooms, two baths and toilet rooms; large deckhouse containing combined living and dining room. Exceptionally well fitted and furnished; all modern conveniences. Only available as owner has built larger houseboat, similar type. Cox & Stevens, 341 Madison Avenue, New York.



No. 3460—FOR SALE or CHARTER—One of few large motor houseboats available. Six staterooms, three baths, large deckhouse containing dining and social hall. Winton motors. Hot water heat. Splendid deck space. Prompt action will secure bargain. Cox & Stevens, 341 Madison Avenue, New York.



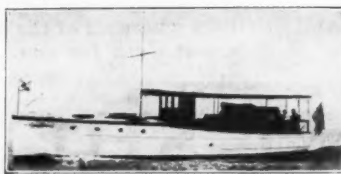
No. 3308—FOR SALE—Exceptionally able 90-ft. twin-screw power yacht. Speed up to 14 miles. Winton motors and auxiliary machinery. Accommodation includes dining saloon and galley in deckhouse forward; aft two double, two single staterooms, bathroom and two toilets. This yacht has always had the very best of care and is in excellent condition throughout. Has unusually large deck space. Completely equipped. Price very reasonable. Cox & Stevens, 341 Madison Avenue, New York.



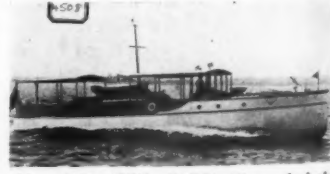
No. 4103—FOR SALE—Particularly attractive, fast twin-screw 80 ft. cruising power yacht, recently built. Speed up to 17 miles; 2—150 H.P. six-cylinder Speedway motors. Accommodation includes dining saloon and deckhouse forward; aft two double staterooms, bath and two toilets. Large bridge on after deck. Built in best manner and is completely equipped. Price attractive. Cox & Stevens, 341 Madison Avenue, New York.



No. 3127—FOR SALE—Twin-screw 65-ft. bridge deck cruiser; speed 12 miles, two four cylinder 50 H.P. Speedway motors, new 1920. Dining saloon in deckhouse forward, aft two double staterooms; interior finish panel mahogany. Has had best of care and is in excellent condition. Price reasonable. Cox & Stevens, 341 Madison Avenue, New York City.



No. 4357—FOR SALE—45-ft. Elco cruiser. One double stateroom and saloon. Sleep six people in separate berths. Standard motor, speed 11 miles. Exceptionally well equipped and in excellent condition. Price attractive. Apply Cox & Stevens, 341 Madison Avenue, New York.



No. 4508—FOR SALE—Very desirable 55-ft. Lawley built twin-screw express cruiser. Speed 18 miles. In excellent condition. Price attractive. Apply Cox & Stevens, 341 Madison Avenue, New York.

PLANS, PHOTOGRAPHS AND PRICES 'ON REQUEST

NAVAL ARCHITECTS
ENGINEERS
YACHT BROKERS
MARINE INSURANCE

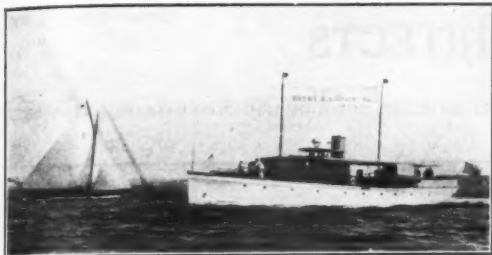
HENRY J. GIELOW, Inc.

25 West 43rd STREET, NEW YORK

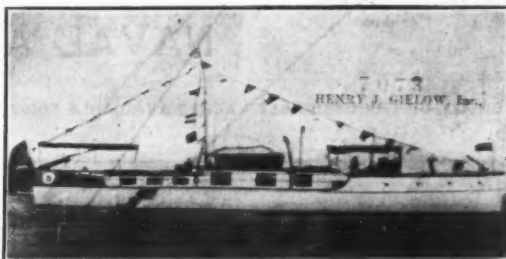
Plans and specifications for new yachts of any size or type should be prepared now to assure delivery for next year. Have plans of new yachts, all types, on file now.

We have a most complete and up-to-date list of steam and motor yachts of all sizes, sail, auxiliary, and houseboats, on file in our office, kept constantly up-to-date by thorough and comprehensive canvass of the entire yachting field from time to time. We are in a position to submit full information on any type of boat upon request.

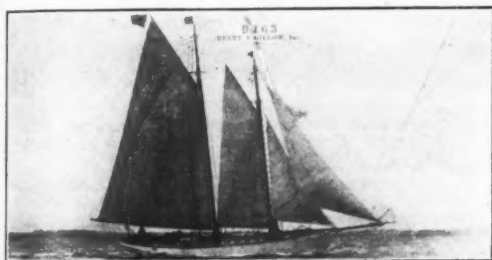
Tel.: Murray Hill 9134
Cable Address:
Crogle, New York
A.B.C. Code



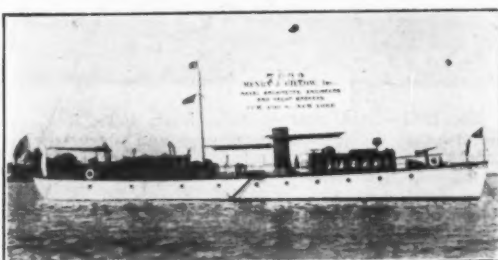
No. 7806—For sale and Charter—Handsom twin-screw, 90', sea-going power yacht. Two 6-cylinder Winton motors; Winton 5 K.W. electric generator. Large deck house, containing dining saloon and galley. Two double and two single staterooms. Bathroom and two toilet rooms. All in finest condition. Henry J. Gielow, Inc., 25 West 43rd St., New York City.



No. 7073—For Sale—Lawley-built 74-foot twin screw express cruiser. Speedway motors give speed 15 to 16 knots. All fine condition. Three staterooms, saloon, bath, excellent ventilation. New bridge enclosure, cockpit shield and awnings 1926. Good equipment. Near New York. Opportunity. Henry J. Gielow, Inc., 25 W. 43d St.



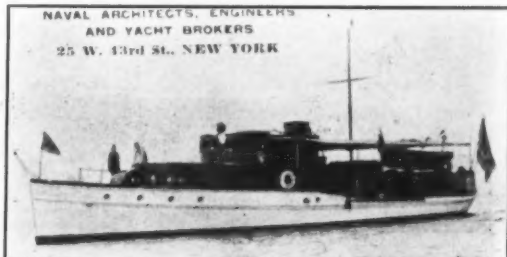
No. 9163—Opportunity get Bermuda Racer, right price. 55' O.A. New 1922, complete sails, deck and cabin equipment, two boats. Sterling motor, speed 8 miles. All fine condition proven by recent survey by us. Large double stateroom, cabin, bath, large galley. Run with short crew. Fast, able. Henry J. Gielow, Inc., 25 W. 43d St.



No. 7032—For Sale—Splendid twin screw steel motor yacht in finest condition. Standard motors recently overhauled. Complete equipment largely new 1925. 95x14x5'6", our design, always well kept. Speed 11-13 miles, able, steady, easily handled. Two double staterooms, bath, large deck saloon. Opportunity at right price. Henry J. Gielow, Inc., 25 W. 43d St.



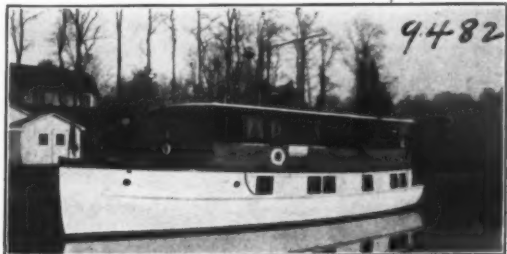
No. 8390—For Sale—Popular 65-foot Mathis houseboat due New York April from Florida and owner anxious sell. Built 1924, three staterooms, bath, two toilets, deck saloon with piano, radio and Victrola, all most complete. Standard motors give speed 11-12 miles. We also have sister boat exact duplicate now located Boston, owner bought cruiser, is anxious sell. Investigate these offerings. Henry J. Gielow, Inc., 25 W. 43d St.



No. 7661—For Sale—Bargain quick sale. Twin screw cruiser, 75'x16'x3'6". 6-cyl. heavy duty motors, speed 12 miles. Double, two single rooms, 12-foot saloon, bath. Sleeps six. Heated and screened throughout, completely equipped. Enclosed bridge, good deck space. Price low. Seen New York. Henry J. Gielow, Inc., 25 W. 43d St.



No. 9534—For Sale—Handsomest and finest appointed twin-screw oil burning fast steam yacht available. Beam, 18 ft.; speed, 16-18 knots. Built by Lawley & Son, engines and boilers same make. Two double, four single rooms, 4 baths. Two deck houses provide dining, music and smoking saloons. Henry J. Gielow, Inc., 25 W. 43d St.



No. 9482—For Sale—Desirable new houseboat, delivery New York April 15th, fully equipped. 50x14'6"x3'6", six-cyl. electric starting Lathrop motor, speed 9-10 miles. Double and three single rooms, bath, deck and lower saloons. Electric lights, fully screened. Roomiest boat of size. All finest condition. Price reasonable for quality. Henry J. Gielow, Inc., 25 W. 43d St.

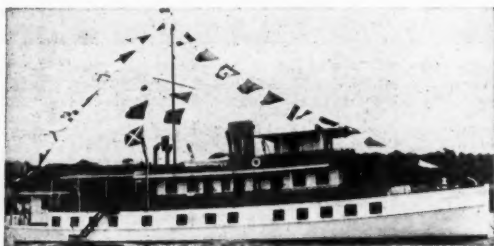
TAMS & KING

YACHT BROKERS AND NAVAL ARCHITECTS

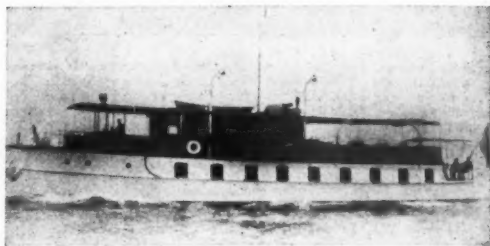
Tel. Murray Hill 6656

250 Park Ave.,
New York City

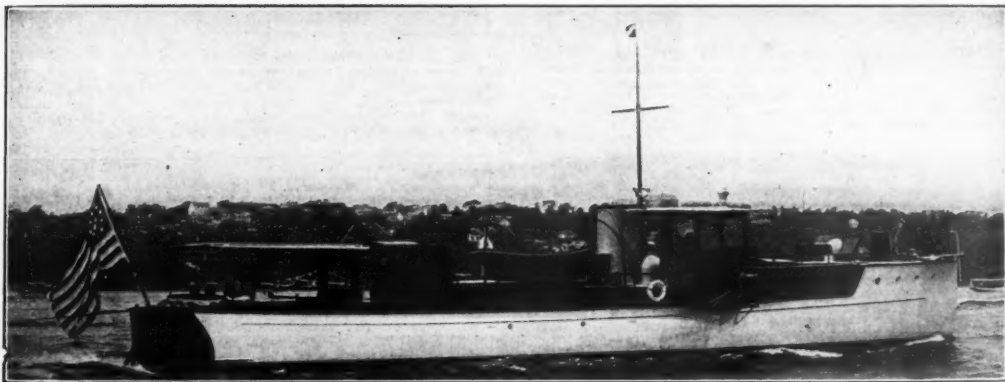
OFFER ALL OF THE DESIRABLE YACHTS AVAILABLE FOR SALE AND CHARTER, SOME OF WHICH ARE ILLUSTRATED BELOW



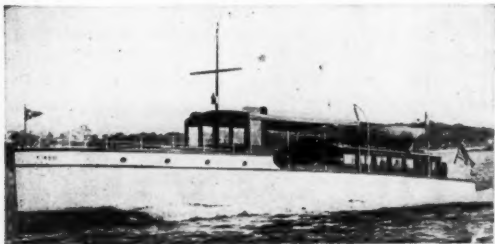
No. 1941—Sale, charter, houseboat, 100'x23'x4'. 6 staterooms, 4 bathrooms, dining and deck sitting rooms.



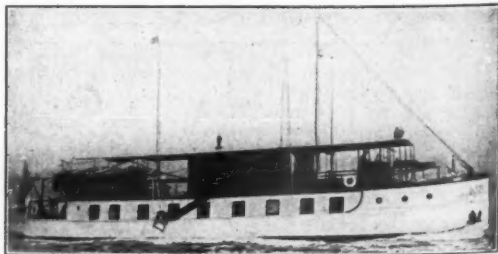
No. 1800—Sale, charter, attractive houseboat 80'x17'6"x3'3" draft. 4 staterooms, 2 bathrooms and deck dining saloon.



No. 8912—For Sale—76' fast cruiser, built 1916—2 new 180 H.P. Speedway motors installed November, 1925. Stateroom with 2 berths, lobby has berth, shower bath, 2 owner's W.C.'s, salon 2 transom berths, exceptionally large cockpit.



No. 8978—For Sale—50' commuting motor yacht, built 1917. New 1924, 225 H.P. Sterling motor. Average speed, 18¾ miles. In excellent condition throughout.



No. 1912—For Sale or Charter—Desirable houseboat, 77'x17'6"x3'6" draft. 4 staterooms, 2 bathrooms, main saloon and deck saloon.

Yacht
Brokerage
Marine
Insurance

Cable: Mowercd

CHARLES D. MOWER

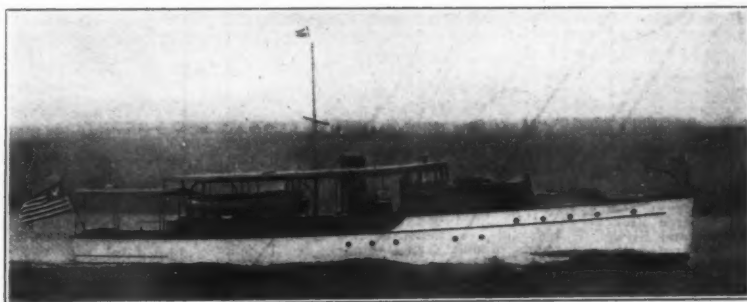
Naval Architect

FREDERIC P. HUMPHREYS

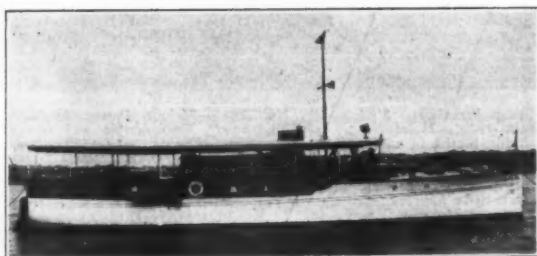
E. P. NEVIN

347 Madison
Avenue
at 45th St.,
New York

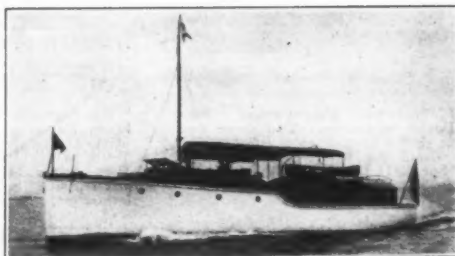
MURay Hill 2320



No. 598—FOR SALE—All-year-round Cruiser. New in 1924. This Consolidated cruiser, because of shoal draft, is adapted for southern waters after a summer's use in the North. 85' x 15' x 3'6". Two 300 H.P. speedway engines. Cruising speed of 18 M.P.H. Maximum 20 M.P.H. Four owner's staterooms, two baths, captain's and engineer's staterooms. Handsomely furnished. C. D. MOWER, 347 Madison Ave., N. Y. City.

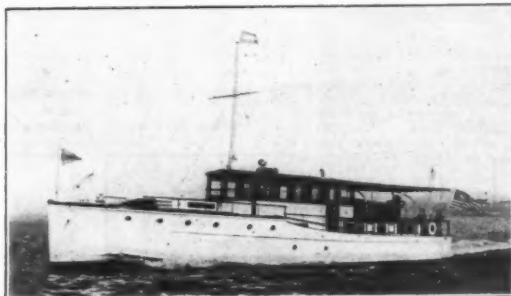


No. 597—FOR SALE—Luder's-built and fully equipped, this twin-screw Cruiser is an exceptionally good buy. 60' x 12' x 3'7". Twin-screw, 4-cylinder Sterlings. 12 to 14 M.P.H. Independent lighting plant. In commission. C. D. MOWER, 347 Madison Ave., N. Y. City.



No. 224—FOR SALE—Forty-four foot Cruiser with more room than most any boat of her size you ever saw. Built by day labor in 1921. Buffalo engine. 12 to 13 knots. Sleeping accommodations for four. Two toilets. C. D. MOWER, 347 Madison Ave., N. Y. City.

No. 599—FOR SALE—One of the best of the celebrated 58' Elco Cruisers, in remarkably fine condition and many extras have been added.



Twin screws—two Elco Motors in perfect condition. Independent lighting plant. Double and two single staterooms, bath and two toilets. Sleeps four in saloon, two in deck house.

C. D. MOWER,
347 Madison Ave.,
N. Y. City

A FEW LOW PRICED OFFERINGS

File No.	L.O.A.	Type	Engine	Asking Price
553	33'	Power Cruiser	4-cyl. Sterling	\$1,200
588	43'	" "	6 " Van Blerck	4,500
487	60'	" "	4 " Standard	6,500
585	38'	Auxiliary Sloop	3 " Ferro	1,500
459	43'	" Yawl	1 " Mianus	2,200
554	50'	" "	1 " Fay & Bowen	3,500
172	39'	" Schooner	4 " Stearns	4,800
321	57'	" "	4 " Murray & Tregurtha	6,000

HENRY H. JENNINGS

HERMAN JAGLE

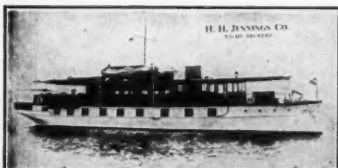
H. H. JENNINGS COMPANY

YACHT and SHIP BROKERS

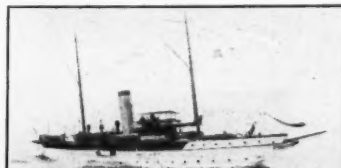
 Cable Address
 Yachtbroco, Newyork

 29 BROADWAY
 New York City

Our 30 Years' Experience and Our Knowledge of the Yachts We Offer Insure Satisfaction to Clients



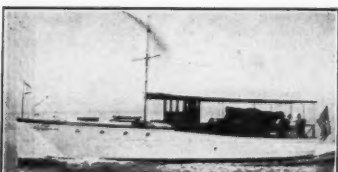
No. 4565—85-foot Mathis Houseboat. Twin screw. Built 1924. Three double and two single staterooms. Large deckhouse containing dining saloon and living room. Pilothouse forward. Three bathrooms. Splendid accommodations for crew. Large galley. Two 100 H.P. Speedway motors. Speed, 12-13 miles. Electric plant. Up-to-date with all modern conveniences.



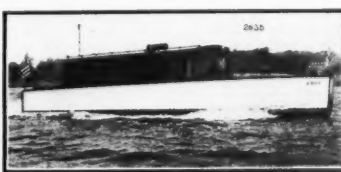
No. 3083—Ocean-going Oil Burning Steam Yacht. Steel construction. 200 ft. long. Splendid accommodation. Eight staterooms, dining saloon, library, social hall, etc. Four baths. Speed, 12-15 knots. Cold storage plant. Electric plant, etc. Cruising radius, 4,000 miles. Wireless. Submarine signals, etc.



No. 1434—71-foot Power Yacht. Designed and built by Lawley & Son. Double stateroom. Two transom berths in main cabin. Two toilet rooms. Two berths and toilet for crew forward, and lazarette is also fitted with two berths, etc. Interior finish mahogany. Sterling motor, 60-120 H.P.; installed new 1924. Speed, 13-14 miles. Homelite generator. Splendid proposition. First-class condition. Further particulars, plan and photo upon request.



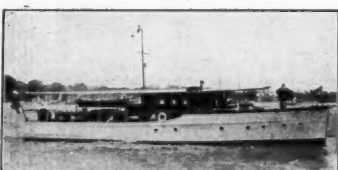
No. 2573—45-foot Elco Cruiser. New 1924. Double stateroom. Two upper and two lower berths in main cabin. Two toilet rooms. Berth for man. 42 H.P. Elco motor. Speed, 11-12 miles. Electric lights, etc. Splendid proposition.



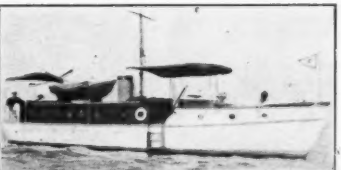
No. 2635—36-foot Sedan Runabout. 8'6" beam, 2'4" draft. Built 1920. Mahogany planked. Two comfortable berths in cabin. Toilet room. Interior finish mahogany. 50 H.P. Stearns motor, new 1925. Electric starter, etc. Speed, 12-13 miles. Electric lights, etc. Must be seen to be appreciated.



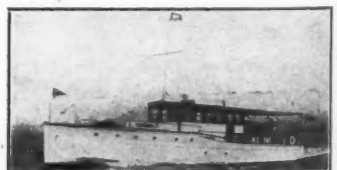
No. 2684—75-foot Power Yacht, practically new. Two double and two single staterooms. Dining saloon in deckhouse. Two bathrooms. Good crew's quarters. 75-100 H.P. motor. Speed 11 miles. Electric lights, etc. Strictly first-class outfit.



No. 2494—Twin Screw 65-foot Cruiser. Built in 1924. Two double staterooms, berth in dining saloon. Large deckhouse contains saloon with berth and pilothouse. Two toilets and bath. Two 50-60 H.P. motors. Speed, 12-13 miles. Good galley and crew's quarters.



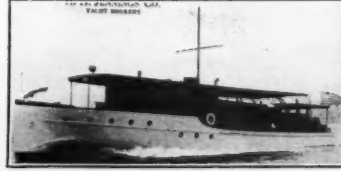
No. 956—43-foot Bridge Deck Cruiser. Built by New York Yacht, Launch and Engine Company. Four berths in main cabin. Solid paneled mahogany inside and outside. Toilet room, 24-30 H.P. 20th Century motor. Speed, 10-12 miles. Splendid proposition.



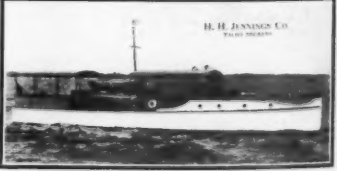
No. 2653—Twin Screw 56-foot Elco Cruiser. Three staterooms. Two upper and two lower berths in main cabin. Large deckhouse. Two toilets and bath. Two berths and toilet for crew. Two 42 H.P. Elco motors. Speed, 12 miles. Electric plant, electric windlass, etc. Splendid proposition. Located in Florida waters.



No. 1756—65-foot Cruiser. Two staterooms. Two extension berths in main saloon. Dining saloon in deckhouse. Bathroom. Good quarters for crew. 50-60 H.P. motor. Installed new 1925. Speed, 10-11 miles. Electric plant, etc. Price attractive.



No. 2697—Twin Screw 65-foot Cruiser. Built by Consolidated Shipbuilding Corp. in 1925. Best construction. Double stateroom. Main saloon. Large deckhouse containing dining saloon and pilothouse. Bathroom. Interior finish mahogany. Two Speedway motors. Speed, 12 miles. Electric lights, hot water heat, etc.



No. 2464—Twin Screw Express Cruiser. 55'x11'x2'3". Built by George Lawley & Son in 1922. High-class outfit. Forward cabin with two upper and two lower berths. After cabin has two upper and two lower berths. Two toilet rooms. Two berths and toilet for crew. Two 110-150 H.P. motors. Speed, 20 miles. Electric lights, etc.

Our list comprises all the available yachts for sale and charter. The above are a few of our offerings. Send ten cents for our illustrated catalog.

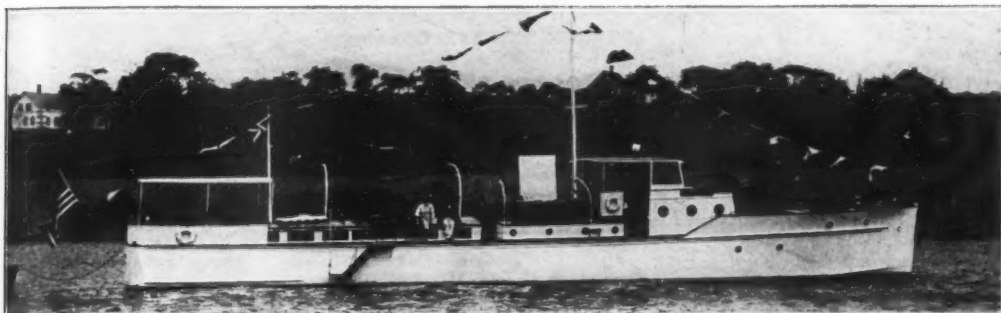
WILLIAM GARDNER & CO.

Naval Architects, Marine Engineers and Yacht Brokers

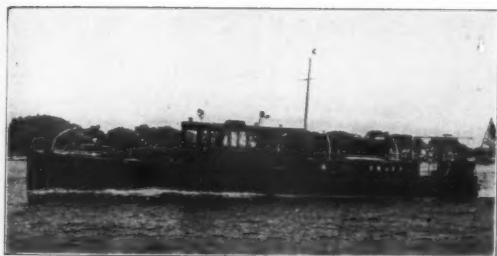
Phone 8638 Bowling Green

NO. 1 BROADWAY, NEW YORK

Cable Address: Yachting, N. Y.



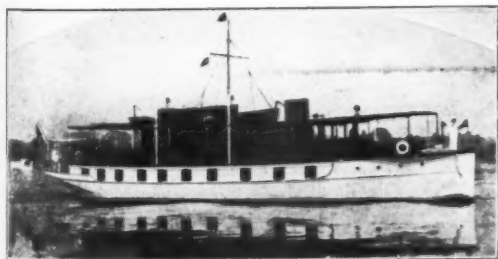
No. 2334—FOR SALE—Attractive 85-ft. twin-screw Lawley built power yacht, equipped with two 6-cylinder 200 H.P. Sterling motors; speed, 16 miles. Deck saloon, 2 double and 3 single staterooms, bath room and additional toilet room. Everything in A-1 condition, ready for immediate use.



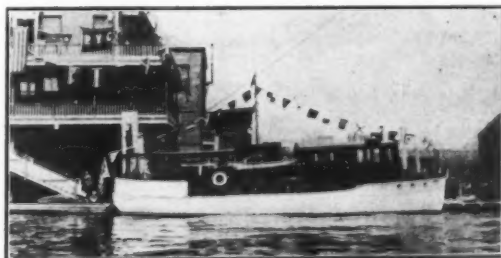
No. 1965—Twin-screw 75-ft. power yacht, Lawley built, two 6-cylinder Speedway motors; speed, 16 miles; two owners' cabins and enclosed bridge deck. First-class shape.



No. 1491—For Sale or Charter—Twin-screw power yacht, 83x14, two 6-cylinder 115 H.P. Speedway motors; speed, 14 miles; large deck dining saloon and attractive owner's quarters.



No. 202—Latest type houseboat, 85x17.2x3.8, built 1924, two 6 cyl. Speedway motors, speed 12 miles, commodious accommodation.



No. 1748—FOR SALE—Comfortable 50-ft. cruiser, with pilot house and stateroom in deck house, three single and double berths in saloon, equipped with 6-cylinder Scripps motor, used two seasons.



No. 2897—In Florida waters, Elco cruiser 42' 6", two 4-cylinder motors, speed 16-17, fitted with fish box, chair and bait well. Excellent condition.



No. 2751—Shallow draft, twin-screw motor boat, 54.6 x 11.3 x 2.6, two 4-cylinder 40 H.P. motors, new 1920, speed 12-14 miles. Owner has purchased larger boat. Offer solicited.



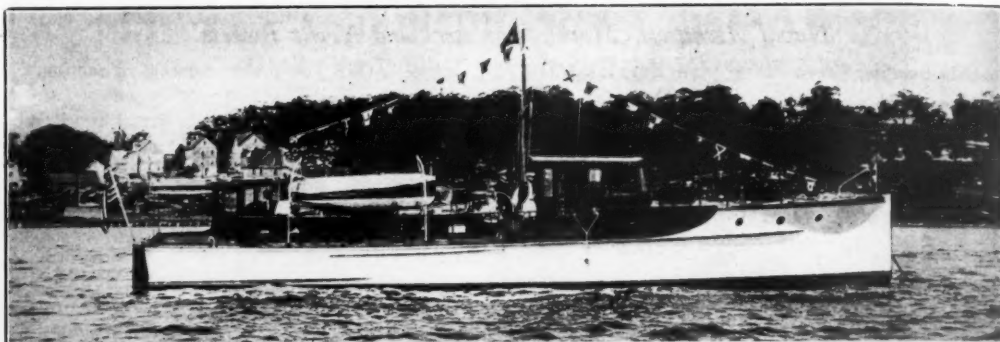
No. 2908—In Southern waters, twin-screw bridge deck cruiser, 40.6 x 8.7 x 2.9, speed 12 miles. Boat well cared for and has had little use.

Telephones

Bowling Green { 9595
9596

RIGG'S YACHT AGENCY

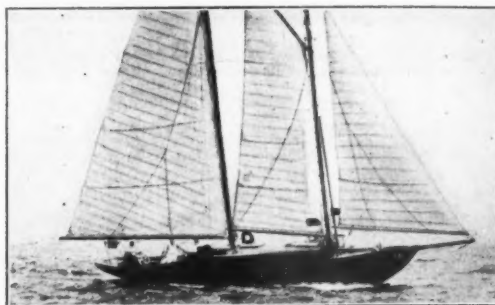
11 BROADWAY, NEW YORK

Cable Address
"Rigging"

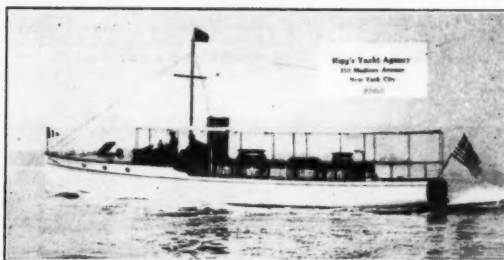
FOR SALE. No. 2064. Modern type express cruiser. 65' overall. Has two double staterooms. Accommodates 8 in owner's party. All joiner work, etc., of the finest material. All modern conveniences. Fully equipped. Further particulars from RIGG'S YACHT AGENCY, 11 Broadway, New York City.



FOR SALE. No. 1006. Luxurious express runabout. Dimensions 36' x 35'7" x 5'8" x 1'6" draft. Mahogany throughout. Copper fastened. 100 HP gas engine. Used less than four weeks per season and kept up in excellent condition. Further information from RIGG'S YACHT AGENCY, 11 Broadway, New York City.



FOR SALE. No. 7006. Auxiliary schooner. Dimensions 40' x 27'6" x 9'3" x 5'6" draft. Accommodations for four. Completely equipped for cruising. Fast and seaworthy. Sails and motor in excellent condition. Further information from RIGG'S YACHT AGENCY, 11 Broadway, New York City.



FOR SALE OR CHARTER. No. 4039. Splendid houseboat cruiser. Dimensions 57'6" x 56' x 15'8" x 3'6" draft. Two double and one single staterooms. Has bath and three toilets. Every modern convenience. Standard motor. Further particulars from RIGG'S YACHT AGENCY, 11 Broadway, New York City.



FOR SALE. No. 3249. Modern twin screw, bridge deck power cruiser. 60'3" overall. Cruising accommodations for five in owner's party. Two Sterling motors. New Delco electric light plant. Has bathroom and two toilets. An excellent boat in the best of condition. Further information from RIGG'S YACHT AGENCY, 11 Broadway, New York City.



No. 3210—Exceptional opportunity to purchase or charter this splendid North and South Cruiser. Delivered in August last year and practically brand new. A very unusual yacht in many ways having been designed for coastwise cruising with a view to maximum comfort and living accommodations. Exceptional layout for a boat of her size, having four staterooms, two bathrooms, and a large deck dining saloon. To anyone interested in such a yacht we shall be glad to send full particulars. Write or wire RIGG'S YACHT AGENCY, 11 Broadway, New York City.

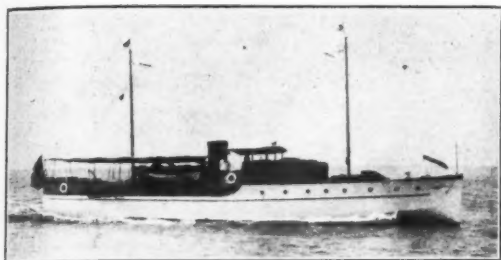
Owing to the steady increase of our business and the growth of our clientele, we have found it necessary to engage larger offices. We beg to notify our clients that after May 1st, 1926, our address will be 11 Broadway, Room 602.

THOMAS S. HANSON

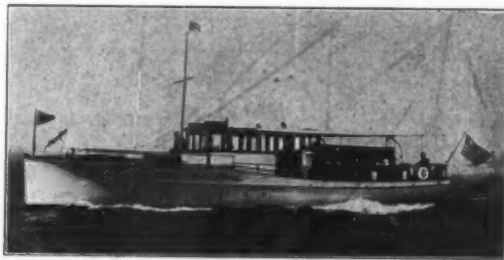
Personal Service
BROKERAGE

Formerly General Manager of The Elco Works, of Bayonne, N. J.

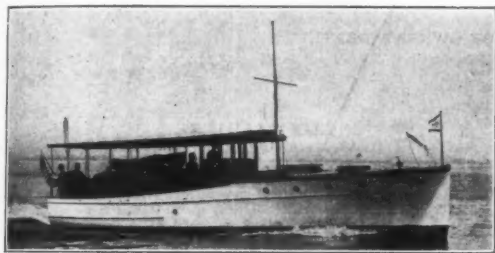
I have a carefully selected list of all sizes and types of Boats and Yachts. I will endeavor to submit to you the boats best adapted to your needs, which will give you the pleasure you have a right to expect.



No. 1—For Sale—TWIN SCREW MOTOR YACHT. Length 78 ft. Beam 13 ft. Consolidated construction. Two 6-cylinder Speedway engines. Speed 15 miles. Delightful accommodations. Three large staterooms with bath. Dining-saloon on deck. Crew's quarters forward.



No. 2—For Sale—ELCO TWIN SCREW DECK HOUSE CRUISER. One of these splendid boats of the latest model. Length 56 ft. Has the three staterooms. Description of boat, condition and price, on request.



No. 3—For Sale—ELCO CRUISERS, 45-FOOT; ALL MODELS. These boats are noted for their success in embracing comfortable seaworthiness, with the best cruising arrangements, in a one-man boat. Description of the boats available, their condition and prices, on request.



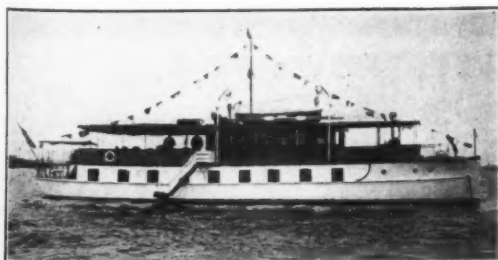
No. 4—For Sale—Bridge Deck Cruiser. Length 41 ft. 6 in. Beam 9 ft. 9 in. Has large Saloon and Galley forward. Owner's Stateroom aft. Speed 12 miles. Condition Guaranteed.



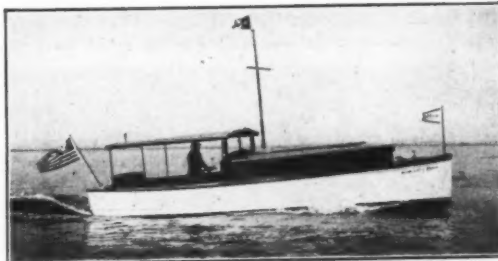
No. 5—For Sale—MATTHEWS "38." One of these very desirable Cruisers in the best condition. Length 38 ft. Beam 11 ft. Fine cabin accommodations. 70 H.P. Kermath engine.



No. 6—For Sale—34-FOOT BANFIELD SEA-SKIFF—DE LUXE MODEL. Seaworthy and comfortable. 100 H.P. 6-cylinder Scripps engine. New 1925.



No. 7—For Sale—66-foot MATHIS CRUISING HOUSEBOAT. This excellent model, which has all that is best in a modern houseboat: Three large staterooms and bath; deck saloon; twin screw power plant, etc.



No. 8—For Sale—ELCO CRUISERETTE, 34-FOOT and 33-FOOT MODELS. Selected number of these famous Cruisers which have proved so successful. Description of the boats, their condition and prices, on request.

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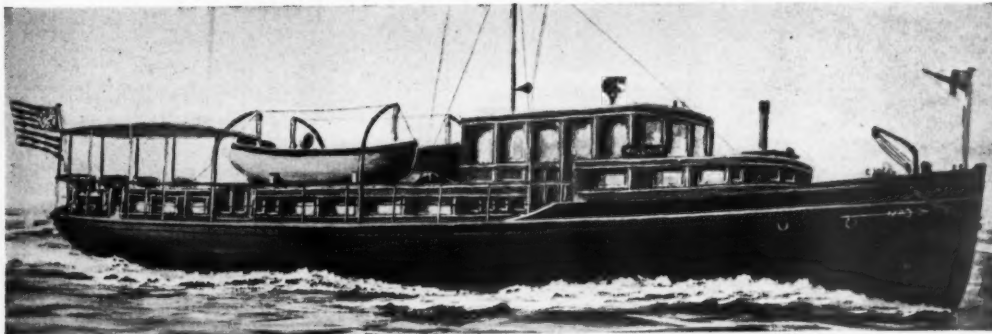
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POWER BOATS

26'x7'6"x2'6"	Raised Deck.....	25 H.P. Kermath
26'10"x7'x3'3"	Raised Deck.....	24 H.P. Redwing
28'x9'x2'6"	Raised Deck.....	12 H.P. Relaca
28'x7'2"x2'6"	Raised Deck.....	20 H.P. Continental
32'x8'6"x3'	Trunk Cabin.....	40 H.P. Kermath
34'x9'10"x2'	Banfield Sea Skiff.....	290 H.P. Sterling Dolphin
35'x9'4"x3'	Raised Deck.....	50 H.P. Fay & Bowen
36'7"x10'x3'6"	Raised Deck.....	40 H.P. Fay & Bowen
36'x8'11"x2'11"	Express Cruiser.....	125 H.P. Hall Scott Mar.
36'x9'x3'	Express Cruiser.....	150 H.P. Van Blerck
37'x8'x4'	Bridge Deck.....	40 H.P. Hall
38'x9'8"x3'	Bridge Deck.....	20 H.P. Engines (2)
39'x7'10"x3'	Bridge Deck.....	60 H.P. Buffalo
39'8'x8'3"x2'	V.-Bottom 1924.....	40 H.P. Fay & Bowen
39'x9'x3'	Bridge Deck.....	40 H.P. Du Pont
40'x10'6"x2'6"	Rochester Cruiser.....	60 H.P. Scripps
40'x9'6"x2'8"	Bridge Deck.....	24 H.P. Palmer
40'x10'x3'	Raised Deck.....	35 H.P. Fait
40'x9'x3'6"	Raised Deck.....	24 H.P. Kermaths (2)
40'x12'x3'	Raised Deck.....	30 H.P. Vulcan
45'x10'x3'	Bridge Deck.....	40 H.P. Gray & Prior (2)
45'x10'7"x3'	Elco Cruiser.....	37 H.P. Standard
50'10"x10'4"x3'5"	Elco Cruiser.....	80 H.P. Wisconsin
50'6"x8'6"x3'2"	Express Cruiser.....	185 H.P. Van Blerck
51'x10'3"x4'3"	Bridge Deck.....	150 H.P. Speedway
52'x9'6"x3'3"	Lawley B.D.....	40 H.P. Lathrop
54'x11'x3'4"	Great Lakes Exp.....	225 H.P. Sterlings (2)
43'x9'x3'6"	Bridge Deck.....	150 H.P. Speedway
55'x13'7"x3'3"	Bridge Deck.....	45 H.P. Standard
56'6"x13'5"x3'3"	Enclosed B.D.....	42 H.P. Elco Marine (2)
58'x12'x3'6"	Express B.D.....	125 H.P. Van Blerck
60'x14'x4'6"	Raised Deck.....	37 H.P. Standard
62'4"x11'3"x3'	Herreshoff Exp.....	225 H.P. Sterlings (2)
65'6"x12'6"x3'4"	Express Cruiser.....	300 H.P. Sterlings (2)
55'x15'x3'4"	Bridge Deck.....	210 H.P. Kermaths (3)
78'14'x3'6"	Bridge Deck.....	54 H.P. Standards (2)

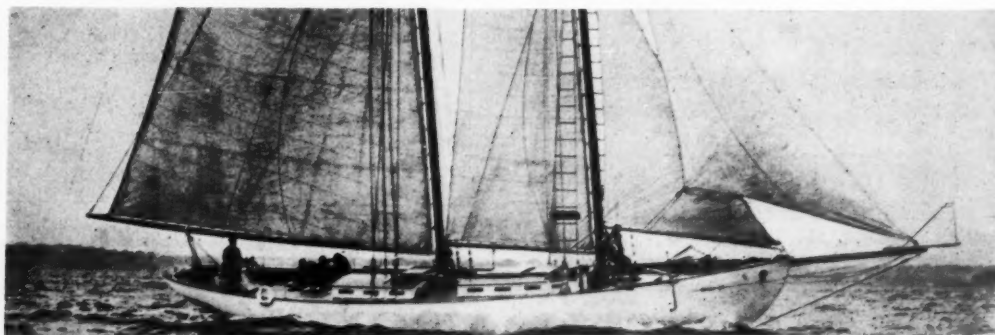
AUXILIARIES

27'x9'x4'2"	Aux. Ketch.....	7 H.P. Brown
29'x9'x1'6"	Aux. Sloop.....	6 H.P. Liberty
32'x11'x5'	Aux. Ketch.....	20 H.P. Roberts
36'x11'6"x4'6"	New Marconi Sloop.....	25 H.P. Frisbie
40'x10'x3'	Bugene Schooner.....	7 H.P. Regal
40'x12'6"x4'	Marconi Yawl.....	15 H.P. Scripps
40'10'x14'x5'6"	Aux. Schooner.....	12 H.P. Lathrop
43'12'x5'9"	Aux. Yawl.....	25 H.P. Sterling
45'x13'x7'6"	Friendship Sloop.....	54 H.P. Wisconsin
55'4'x14'3"x7'4"	Aux. Schooner.....	85 H.P. Sterling
56'x13'2"x7'11"	Aux. Sloop.....	(No Engine)
56'x16'x3'6"	Aux. Ketch.....	46 H.P. W. S. M.
77'x17'6"x7'6"	Aux. Yawl.....	50 H.P. Speedway
77'x17'9"x6'	Aux. Schooner.....	54 H.P. Standard

HOUSE BOATS

40'x12'x3'6"	House Boat.....	37 H.P. Standard
48'x14'x3'3"	House Boat.....	4-Cyl. Murray & Treg.
49'11'x13'7"x3'	House Boat.....	50 H.P. Standard
52'x14'x3'	Mathis H. B.....	37 H.P. Standard
55'x14'x3'6"	House Boat.....	40 H.P. Lathrop
56'x16'7"x3'	House Boat.....	50 H.P. Sterling
57'2'x15'6"x3'6"	House Boat.....	60 H.P. Standard
63'6'x16'x3'	House Boat.....	50 H.P. 20th Century (2)
65'5'x14'11"x4'6"	House Boat.....	35 H.P. Palmer
65'x13'9"x4'6"	House Boat.....	60 H.P. Standards (2)
70'x17'x3'	House Boat.....	35 H.P. Palmer (2)
71'5'x16'5"x3'6"	House Boat.....	90 H.P. Standard
77'x18'6"x2'6"	House Boat.....	75 H.P. 20th Century (2)
80'x17'6'x3'	Mathis H. B.....	70 H.P. Standards (2)
80'x18'x3'6"	House Boat.....	65 H.P. Lathrops (2)
80'x17'6'x3'3"	Mathis H. B.....	90 H.P. Standards (2)
85'x17'x3'6"	House Boat.....	54 H.P. Standard

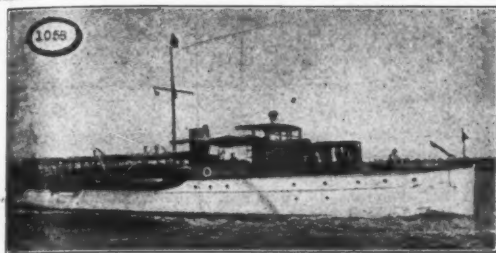
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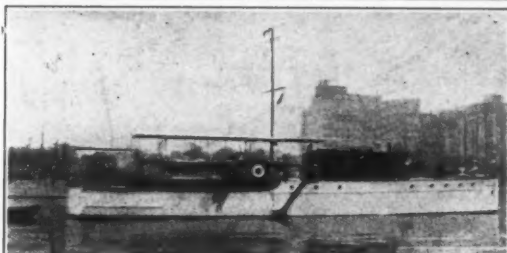
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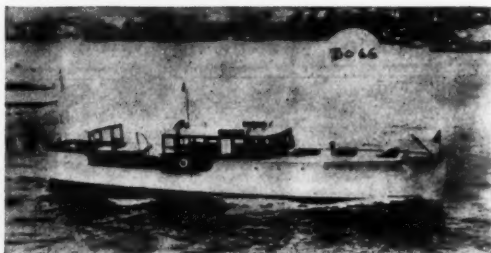


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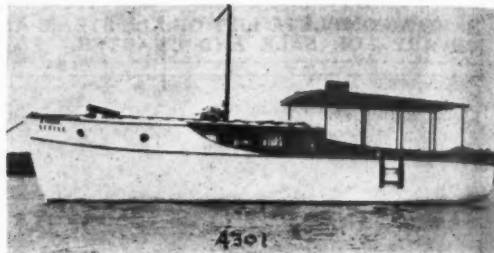
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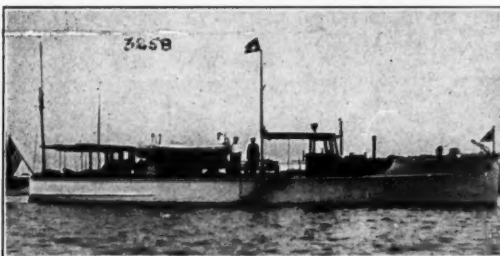
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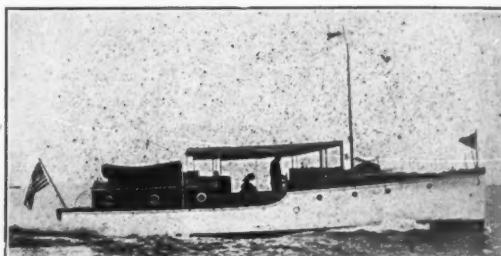
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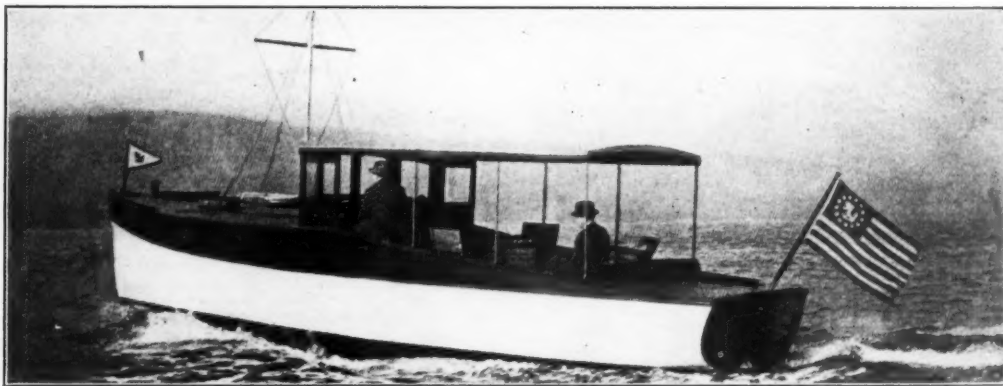
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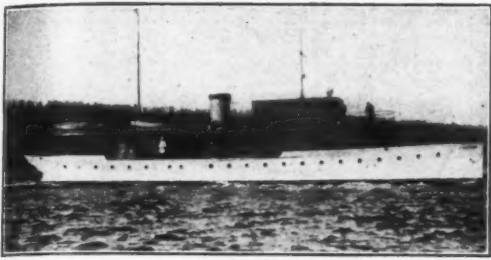
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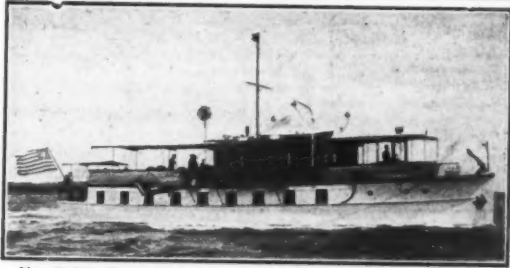
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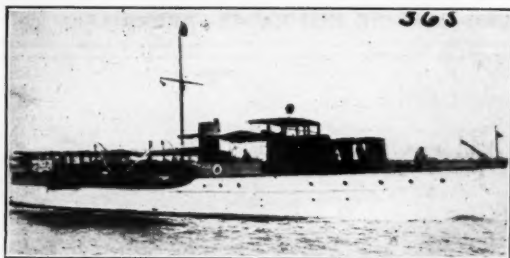
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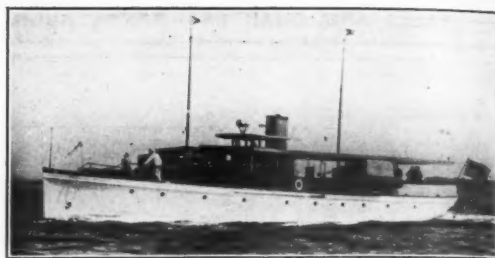
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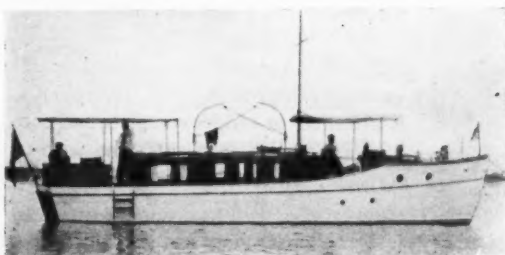
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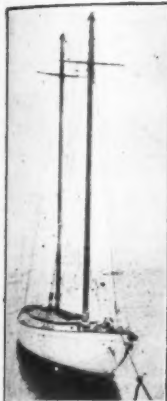
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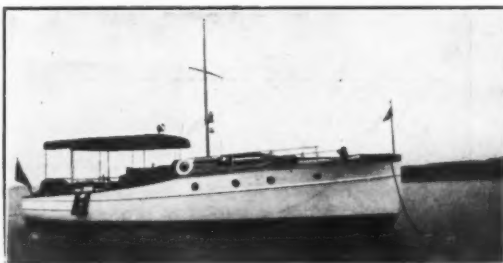
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FOR SALE—Marine engine, 2-cyl., 2-cycle, 14 H.P. Goes gear, coils, Shebler carburetors, Maxim silencer, 20x24 wheel. Overhauled last fall. \$150. M. Zauker, 221 15th St., West New York, N. J.

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FOR SALE—8-cylinder Van Blerck, 6x6 200 H.P. at 1,000 R.P.M., 2 carburators, triple ignition. Complete ready to run. Just thoroughly overhauled. \$600.00. Richardson Boat Co., Inc. 370 Sweeney Street, North Tonawanda, N. Y.

WILL EXCHANGE 5 acres at Boca Raton Florida, for cruiser. Boat must be in excellent condition and around 32 to 40 foot. This ground is valued at \$8,000. What have you to offer for even exchange. Give full particulars and picture. Address T. F. Rose, 3 Andover Ave., Atlantic City, N. J.

FOR SALE — 32x8x2 1/2. Two cabins, bridge deck, for cruiser. Boat must be in excellent condition and around 32 to 40 foot. This ground is valued at \$8,000. What have you to offer for even exchange. Give full particulars and picture. Address T. F. Rose, 3 Andover Ave., Atlantic City, N. J.

FOR SALE—25 H.P. heavy duty oil-burning Marine engine. "Hvid patent", practical for cruiser, house boat, commercial craft. Low operating cost. 600 R.P.M. Cylinders 4 1/2x6 1/2. Almost new, bargain. Holtzman, 425 So. Wabash Ave., Chicago, Ill.

WANTED—Fast cruiser or speedboat in exchange for mortgage on real estate drawing 7% interest. Principal due in 18 months. State price, location, full particulars, photo, plan. Box 181, MoToR Boating.

18-20 H. P. FRISBIE—2-cyl. 6x6 brand new engine—never used, completely equipped. BRUNS KIMBALL & CO. 50 West 17th St., N. Y. City.

FOR SALE—One 2-cylinder, 6-8 H.P. Lockwood Ash, with magneto, carburetor, reverse gear and propeller, \$75.00. One 3-cylinder, 2-cycle, 18 H.P. Vim, with carburetor, Delco ignition, Gies gear and propeller, \$50.00. Both outfits in A-1 condition and look like new. Also parts for 3-cylinder Elmore. Automotive Service Company, 117 South First Street West, Cedar Rapids, Iowa.

32-FT. CRUISER, 4-cylinder, 4-cycle Buffalo engine. Information and picture of boat given on request. Price, \$750. Horace Nantel, 1 Ford Ave., Troy, N. Y.

FOR SALE OR CHARTER by the day, 40x11' enclosed bridge cruiser, 2-cylinder fuel oil motor—fully equipped, new. Particulars—Edward G. Smith, 150 Wardwell Ave., West New Brighton, New York. Phone: Port Richmond 1620-J.

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FOR SALE

Buffalo, four-cylinder, thirty horse power. Electric starter and generator. Nearly new, run less than two hundred miles. Perfect condition, latest model. Price \$385.00. A. H. Dury, Rising Sun, Indiana.

CAILLE OUTBOARD MOTOR—Brand new. Latest type. Five speeds. Magneto. Regular price, \$145; my price, \$95.00. G. P. BLACKISTON, Canton, Ohio.

FOR SALE—Little Ram Island in Norwalk (Connecticut) Harbor. Two acres in extent, fifteen-foot bluff at north end, sloping to sandy bathing beach at south end. Little Ram is situated in a group of nine islands, from an eighth to three-quarters of a mile apart, built with numerous cottages and large houses.

It is the only available island left in this group. Others have recently been sold up to \$50,000.00. The situation is one mile from Roton Point, Belle Island, and Norwalk Yacht Club, two miles from Norwalk Country Club, on Connecticut Shore.

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SPEEDBOATS—21'x5'—mahogany—12 H.P. Kermath—auto drive and top. Excellent condition. Barnegat Bay. \$600.00. Holt, 785 Broad St., Newark, N. J.

36'x6'—glass cabin aft—38 Pierce Arrow motor—auto drive—good condition. Passaic River. \$500.00. Holt, 785 Broad St., Newark, N. J.

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100 H. P. model E-6 Scripps, starter, generator, double ignition, Paragon reverse gear, completely equipped, used less than two seasons, rebuilt guaranteed.

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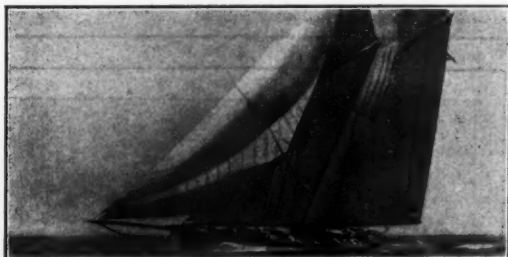
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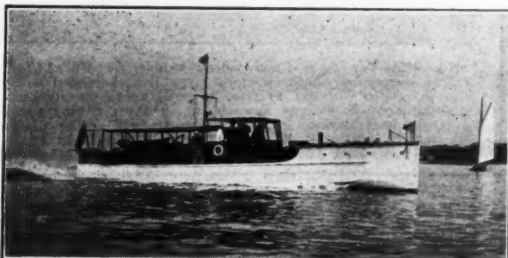
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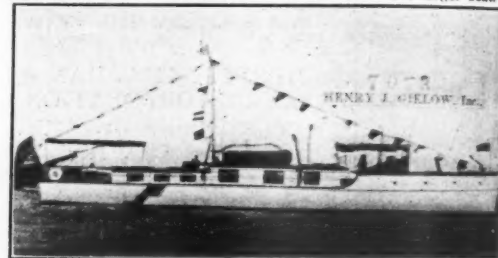
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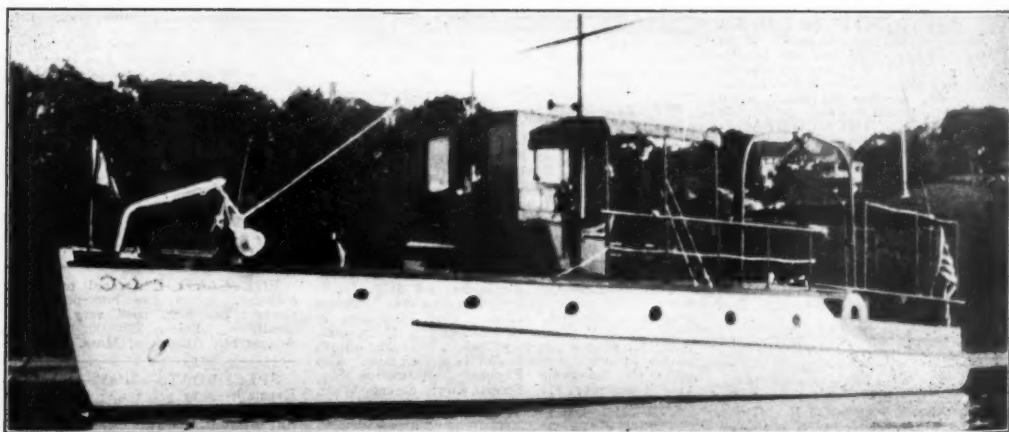


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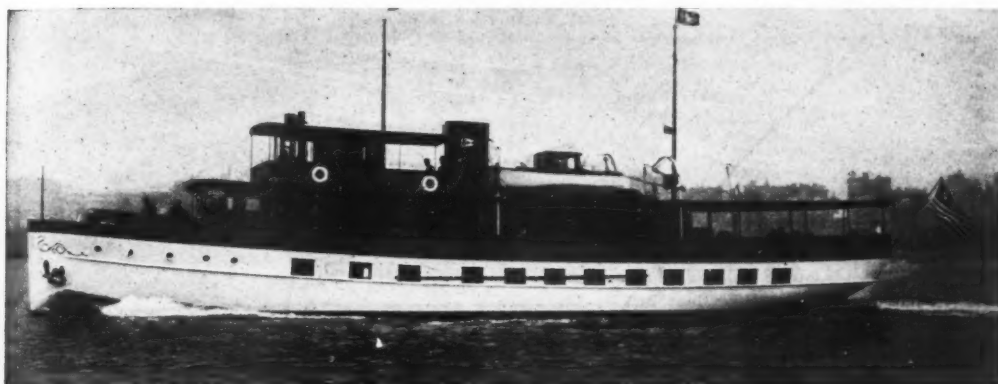
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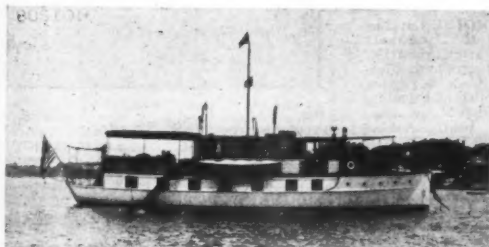
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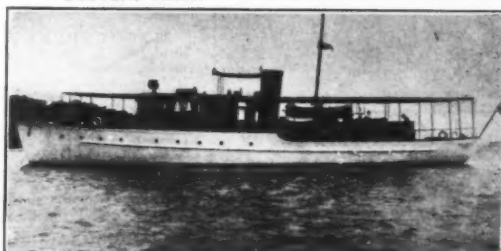
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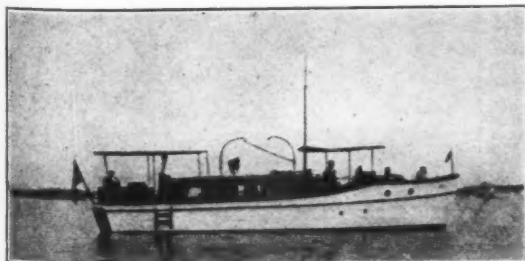
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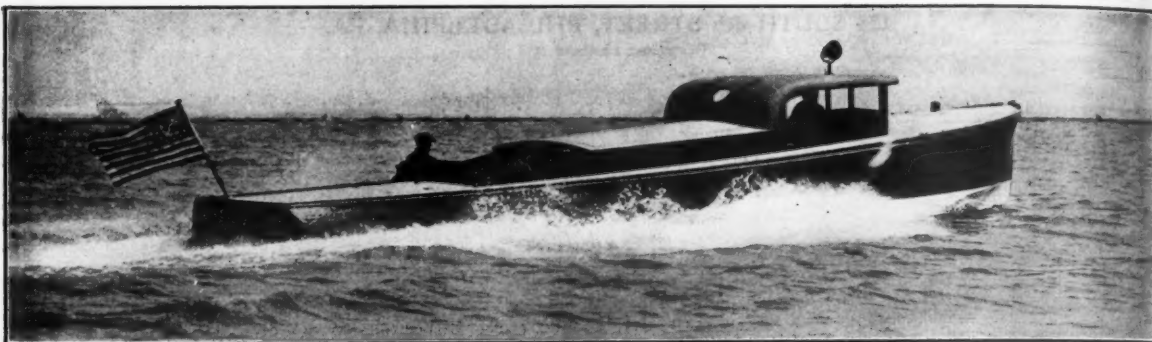


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POWER—New Detroit Marine-Aero engines (Fiat type, 300 horsepower).

SPEED—35 miles per hour.

FINISH INTERIOR—Mahogany, cabin lined with English broadcloth, etc.

ACCOMMODATIONS—One pullman berth (double), separate lavatory, ice box built in, generous locker space, etc.

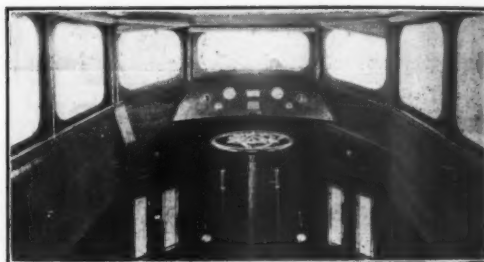
EQUIPMENT—Standard marine, electric lights throughout, powerful search-light, large compass, revolution counters, engine room instruments, clutch controls brought forward; fuel tanks for 400 mile cruising radius.

CONDITION—Just like new, completely refinished with new engines installed and not used since.

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WANTED—Six cylinder or eight cylinder Packard Marine engine fuelizer and all that. No reverse gear necessary. Will consider another good make well balanced engine if it will operate as slowly as 500 R.P.M. without carbon and deliver twenty horse power or over. F. L. Seely, Grove Park Inn, Asheville, N. C.

FOR SALE—Gray Model Z 18-22 H.P. run less than sixty hours. Thoroughly reconditioned and repainted. Complete electrical equipment, also two extra wheels. A bargain to anyone interested. Brudge Kyle, Beaumont, Tex.

FOR SALE

32-FOOT TRUNK CABIN CRUISER at Bayhead, N. J. Brand new 35-40 H.P. Kermath motor, double ignition, self-starter, installed last summer. Copper screened throughout. Electric lights. Running water. Built in galley. Ice box loads from cockpit. Toilet and folding lavatory. Three-piece windshield. Many other extras. Owner bought larger boat. Asking \$3,500. O. H. DEY, Rahway, N. J.

FOR SALE—A 22' Crosby cat boat, sails and equipment, auxiliary single cylinder Lathrop engine, A. Gildersleeve, Gildersleeve, Conn.

SPEED RUNABOUT—19 foot cedar plank, mahogany side and deck, seats six comfortably, F6 Scripps motor, used less than fifty miles, speed 35 miles per hour, brass fittings, auto controls. Getting a faster boat. A good bargain. F. W. Priest, 167-22 Gothic Drive, Jamaica, L. I., N. Y.



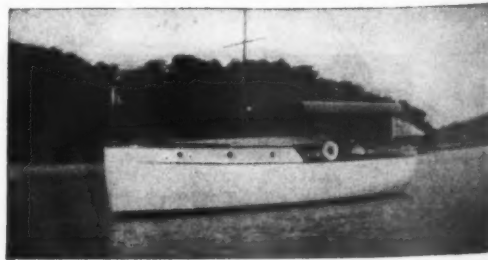
FOR SALE—Practically new sea skiff, Banfield fishing boat type, 30'x8½'x24" draft, 25-30 Sterling Dolphin special engine in perfect condition. Speed about 33 miles. Will demonstrate. HAGUE MACHINE WORKS, Norfolk, Va.

FOR SALE—27' Racine Cruiser, fully equipped to sleep four, 20 H.P. Peerless motor; all in excellent condition. Can be bought for cost of Motor alone. L. J. Rice, Union Trust Bldg., Rochester, N. Y.

New 1925 Gray model "Z" in original crate, complete, electric starter, no battery, \$330. Deering, 1642 Monadnock Bldg., Chicago.



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For Sale—This fine raised deck cruiser, Play Mate, offered for quick sale. Sleeps 4 in cabin, running water, electric lights, galley, 4-cylinder Kermath motor, with self-starter; all equipment overhauled, painted, etc.; in water ready to run. Can be lived on all summer with all the conveniences of home. Only used two seasons. Approximate size, 27'x8'6"x2'3"; headroom, 6 feet. Fine sea boat, good speed. Cost over \$4,000 with equipment; quick sale buys her for \$2,000. Inspectable near New York. For further information consult H. H. Gordon, Jr., 1072 Carroll St., Brooklyn, N. Y. Phone, Slocum 1044.

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FOR SALE—Fast, able power boat, length 34 ft., mahogany trimmings, "runabout" style. Fay & Bowen 35-50 H.P. 6-cyl. engine, almost new. \$2,000. ALBERT HALE, 35 Congress St., Boston, Mass.

FOR SALE—Used 220 H.P. motor, including Master enclosed reverse gear, water cooled manifolds, Bosch dual battery ignition, oil cooler, starter and generator. Bargain at \$450.00. Rochester Boat Works, Inc., Charlotte Station, Rochester, N. Y.

STORAGE BATTERIES of the Edison Alkaline type do not have the faults of lead acid type. Fortunate purchases from the Government and other large users make possible a real buy. All voltages and amperages. For radio, motor boats, and farm lighting plants. Before buying batteries get my interesting literature stating voltage and amperage desired. End your storage battery trouble by doing this now. Address B. Hawley Smith, 303 Washington Ave., Danbury, Conn.

FOR SALE

Sterling four-cylinder, four-cycle 28-35 horse power, in excellent condition, recently overhauled and rebuilt, 600 R.P.M., 4 1/2 x 5 1/2, weight about 800 pounds, Bosch dual battery and magneto ignition, suitable for cruiser or open boat. Owner installing larger motor. Price, \$450. Apply Box 165, care MoToR BoatCo, 119 West 40th St., New York.

SPEED BOAT—Twenty-five-foot. Designed by hand. Sterling engine. Dual Bosch magneto. Electric starter. For sale. Bargain. Location Barnegat Bay. GEORGE CONRAD, 417 West Price Street, Philadelphia, Pa.

BEAUTIFUL Raised Deck Cruiser, 39.6x10.4; 24 H. P. Palmer; speed 10 miles; real sea boat; built 1922; \$3,500. W. WUERZ, 1182 E. 31st St., Brooklyn. Phone Midwood 4457.

FOR SALE—Fine family runabout, 28'x6'; seats twelve, as semi-cruiser sleeps three. Standing top, mahogany trim, 25 H.P. Sterling engine, speed fourteen miles. Exceptional throughout. Price, \$1,000. Address OWNER, 614 W. 14th St., N. Y. City. Tel., Edgcombe 2456.

FOR SALE, cheap, to close an estate, combination boat building plant (fully equipped), and established 25 years; boat storage and repair business, marine railways, electric power; fronts on New Haven Harbor. Harold C. Crampton, Crampton Boat Yard, 148 Cove St., New Haven, Conn.

WORK OUT SHELL—Complete with sliding seat and spoon oars. Good condition. First check for \$39.00 takes it. F. O. B. New Preston, Conn. G. P. BLACKISTON, Canton, Ohio.

ALL MAHOGANY ChrisCraft runabout, double cockpit, six cylinder Kermath Marine Motor boat and motor like new. Must sell at once. \$2,350.00. Better hurry. B. C. Wallace, Russell's Point, Ohio.

SEA SLED DINGHY—14 ft. Excellent condition. \$75.00. G. P. BLACKISTON, Canton, Ohio.

FOR SALE, BARGAIN—66 Horse Power Pierce Arrow Engine Starter and Generator. Joe's Gear with Universal Bosch Magneto with impulse coupling and Delco Distributor Water cooled Exhaust. All new Bearings and completely overhauled. Price \$400. Reason for selling, too much power for my boat. G. A. Hensler, 73 Wilson Ave., Newark, N. J.

FOR SALE—Belle Isle Bear Cat, 26 x 6 runabout, equipped with 125-H.P. Hall-Scott engine. Speed 35 miles per hour. In perfect order. Finish like a new boat. Cost \$6500 new. For quick sale, will take \$2500. Only reason for selling, owner purchased a larger boat. Complete details will be furnished upon application. J. J. GIBSON, 401 Franklin Street, Buffalo, N. Y.

FOR SALE: Custom built Mahogany family Runabout, 26' x 6', Hacker Type, hull all copper and brass fastened, best grade salt water equipment with 50 H.P. Kermath Double Ignition motor, electric starter and lights, auto control, seats 7 comfortably. Built new 1924. Speed 22 miles. Price \$2500.00. W. H. GLEASON, Glens Falls, N. Y.

FOUR-CYLINDER, four-cycle with gears: 20 H. P. Kermath 4x4, \$295; 20 H. P. Kermath 1924 model with electric starter and generator (like new), \$445; 4 1/2 x 5 1/2, \$135; 25 H. P. Peerless 4x6, \$275; 40 H. P. Miller, 5 1/2 x 7, \$445; 6 H. P. Frisbie one cyl. 6x6 heavy duty, \$135; 40 H. P. Pierce-Budd 4-cyl. 2-cycle 4x4 with gear, \$375; 18-25 H. P. Pierce-Budd 3-cyl. 4x4, \$225; 3-cyl. 4-cycle, \$35.00. Large line two-cycle marine engines in all sizes. Send for list and state your power needs. BADGER MOTOR COMPANY, Milwaukee, Wisconsin.

FLAT BOTTOM MOTOR SKIFF, 15 feet 9 inches long, built according to Atkins design for Sue, published in MoToR Boating, August, 1925, and powered with 2-cylinder inboard Evinrude engine with reverse gear. Good big husky boat, practically new and for sale at far less than cost. Price \$350. Will be in commission ready to run. F. W. HORENBURGER, 4263 Byron Ave., Bronx, N. Y.

WANTED—Bridge deck, fore and aft, cabin cruiser, about 38 ft., around \$3,000, in trade on a large hollow tile, stucco, 9-room semi-bungalow on Long Island, 10 minutes from Great South Bay. Large lot, full basement, fire place, garage, small fruits, all improvements. \$4,750 mortgage, easy payments. Property value \$13,000. Will take boat, you assume mortgage, balance cash. Address Box 183, MoToR BoatingCo.

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1—Dusenber, 100 H.P., six-cylinder engine. Guaranteed good order; complete, with self-starter and spare parts. Price, \$350.00 f.o.b. cars New York.
1—1/2 K.W. generator set, direct connected to four-cylinder Henderson engine. Will make good lighting system or power for radio unit. Price, \$125.00 f.o.b. cars New York.

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THE TWENTY-FIVE-FOOT V-bottom runabout "Grey Goose" with Wisconsin type A.M. four and three-quarters by five and one-half motor with self starter, and auto steering wheel in good condition at a very low price for immediate cash sale. Price \$750.00. Chas. F. McNeil, P. O. Box No. 1908, New Haven, Conn.

50 H. P. KERMATH—4-cyl. high speed light-weight, starter, generator, double ignition, Paragon gear, etc., complete rebuilt and guaranteed—bargain.

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BARGAIN BOOK of thirty used engines, 5 H.P. to 50 H.P., at attractive prices, \$71 to \$500; remanufactured; one year guarantee. Few new 1924 and 1925 models; big reduction. Gray Marine Motor Company, Detroit.

FOR SALE—Fast cruiser Fidget, 36' O. A. 60 H. P. Palmer motor, speed up to 15 M. P. H. Sleeps two. A good seaworthy boat. Price for quick sale \$1,650.00. For further particulars, consult R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.

WANTED—To buy 9-12 H. P. used Universal 4-cylinder unit plant in good condition at low price. A. H. LAUSON, 215 North Avenue, Milwaukee, Wisconsin.

FOR SALE—30'x7'8"x25" glass cabin cruiser—electric lights, ice box, toilet, cushions, life preservers, ropes, anchors. 1923 50 H.P. Kermath engine, double ignition, self starter, generator, battery. Boat and engine in first class condition. Inquire BERNETTA S. WYCKOFF, 354 Seaview Avenue, Bridgeport, Conn.

CHESAPEAKE BAY rig sloop with raked mast, 38 ft. x 10 x 4 ft. draught. Built of cedar, has 20 ft. cabin, 4 berths and equipment in perfect condition, good as new. Boat built in 1917 has 30 x 45 h.p., 5 1/2 x 6" stroke sterling, price \$1,700.00. Seen at Rea's North Beach, Flushing Bay. Write to F. HURTIG, 23 Kaufman Ave., Little Ferry, N. J.

FOR SALE—Banfield 28-foot, small cabin sea skiff, forward cockpit, Scripps E-4, 70 H.P. motor, fully equipped, speed about 18-20. Cost, \$4,000.00; will sell for \$2,250.00. In brand new condition ready to go. Richard G. Ledig, 34 Bay Ave., Ocean City, N. J.

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Potential Marine Engine Market in Straits Settlements

The possibilities of a market for marine engines in Penang are worthy of serious consideration according to advice to the Automotive Division of the Department of Commerce. This port, which is the center of the fishing industry along the east coast of Malaya, is becoming more important as a shipping point, and the fact that it is separated from the mainland by a mile-wide channel means much small boat cargo work, the majority of which is performed by power driven launches, small sail boats and sampans.

A number of British engines are represented, and one Italian make. However, competition is not keen, and a serviceable, easily operated engine should meet with success.

WALTER COOK KEENAN

NAVAL ARCHITECT

612 Liverpool & London & Globe Bldg.
New Orleans, Louisiana

Sail and power yachts. Houseboats and commercial vessels. Surveys made in all Gulf Ports.

I have a large number of yachts of every description for sale, and some for charter.
Cable address: "Walken"

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Naval Architects and
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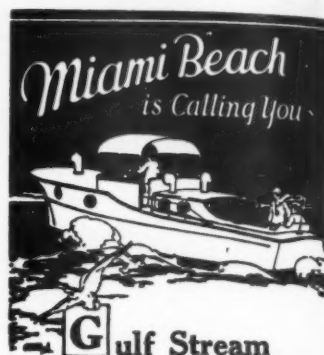
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singing thru the palms a song of sunshine, happiness and health in the playground of society and the winter sports center of the nation—

More than one hundred delightful resort hotels convenient to all-year bathing along miles of ocean beach, close to golf, tennis, polo, canoeing, motor boating, and the world famous fishing grounds of the Florida Keys.

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Miami Beach, Florida

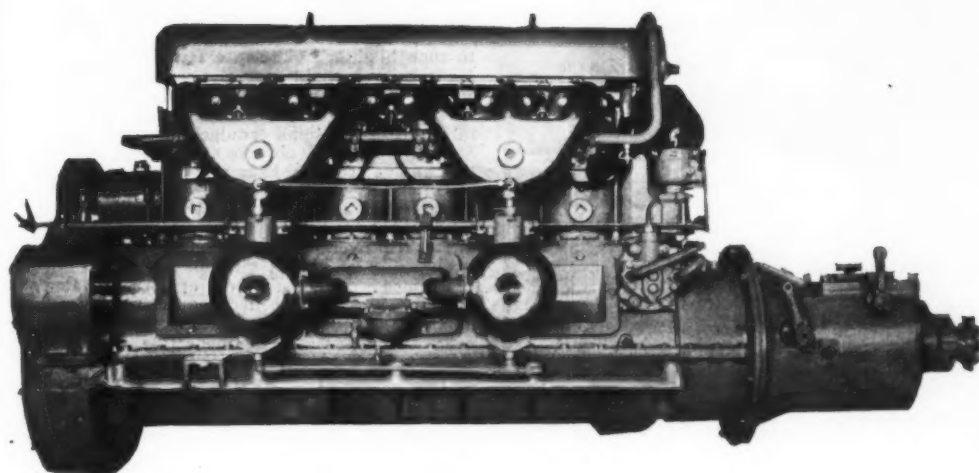
Actually Free! This Big Beautiful Boat Book

Tells how latest model row and out-board motor boats for all waters are now—for the first time—finished in genuine Duco or Lacquer. How improved construction with high grade Tide Water Cypress and Copper-Alloy Steel over permanent molds, insures longer life, perfect balance, ease in rowing, steering, etc. FREE book explains how direct-selling methods save money.

Boyd-Martin Boat Co.
DELPHI, INDIANA.

HALL-SCOTT

Model G—LM Series



AN achievement in a greater and improved marine engine truly in keeping with an ever present thought and purpose to maintain a superior performance and dependability, and a constancy in manufacturing to laboratory standards with a passion for pure science.

NEW AND IMPROVED FEATURES:

Hall-Scott reverse gear.

Sliding gear type.

100% reverse speed.

Positive engagement and neutral position.

Zenith Carburetor with Bell baffle eliminating fire hazard due to possible back firing.

Reduced speed of Pump Shafts.

Increased life of gears and pump packing.

Thermoid flexible Coupling.

Many other detail refinements that assure permanent and full satisfactory performance.

HALL-SCOTT MOTOR CAR CO.

461 EIGHTH AVE., at 33rd ST.

NEW YORK CITY

Factory, Berkeley, Calif.



**The Original
Bosch
MAGNETO**
"Standard of the world"
for over 35 years. Auto-
motive equipment for
Motor Boats, Passen-
ger Cars, Motor Busses,
Commercial Cars, Trac-
tors and Gas Engines.
A TYPE FOR
EVERY PURPOSE

Why motor boat owners prefer the Original Bosch Magneto

Practical, automotive experience, the use of only the finest materials obtainable; accuracy of design and painstaking attention to details of manufacture, are the factors that combined years ago to establish the *Original Bosch Magneto* as "Standard of the world".

Today, these same good qualities have carried on to the extent that now over 3,000,000 owners of *Original Bosch Magnetos* know the meaning of *dependable ignition* under all conditions.

This element of dependability has not been built up in a day. It is the natural development of years of "knowing how" and of building up to a standard rather than down to a price.

Robert Bosch Magneto Co., Inc., 115 a West 64th St., New York, N. Y. Chicago Branch, 1302 South Wabash Avenue.



This trade mark and the name "Robert Bosch" are your guaranty of *original Bosch* quality as known the world over since 1887. Specify "Robert Bosch" in order to get the *original* and genuine.

**The Original
Bosch**

ROBERT BOSCH MAGNETO COMPANY, INC.

No connection whatsoever with the American Bosch Magneto Corp.

Across America by Motor Boat

(Continued from page 22)

Americans—"Who won the war?" Before I could reply to suggest that he ask the Kaiser, the keeper of the lock where we had stopped, swung his boot in the direction of the fellow's rear, and grabbed him by the nape of the neck. The lockkeeper was a powerful chap, and held his victim as if he'd been a rabbit. "I've a mind to throw you in the canal, Sir," he exclaimed. "But, I shall not do that. You're a disgrace to your King, and I'll eject you from the King's property." With that he led the man to the gate that enclosed the top of the lock structure, pushed him through, and closed the gate. Returning to me the lockkeeper apologized for the fellow's conduct, and said: "Pay no attention to such blighters. We've a few of them—more's the pity." Meanwhile I could scarcely restrain myself from laughter at the lockkeeper's polite language while disposing of the annoyer. A bit of profanity would have been justified, but this British-Canadian indulged in none of it. A little later he said to me: "I observe from your American Legion pin that you've been a soldier too. You did your part, and that's all any of us could do. I was in the trenches for four years myself, and we were all jolly glad when the Yanks got there."

The trip over the marine railway at Big Chute gave us an opportunity to inspect the hull of Transcontinental, the first time since we'd had the boat out of the water at Milwaukee. We were delighted to find that scarcely a flake of the paint applied at the plant of the Evinrude Motor Company had been knocked off. The inspection revealed, however, that we had lost two screws that held the half-round brass shoe to the bottom of our keel. While I was replacing these the railway operator told me that yachtsmen very frequently took advantage of the dry docking facilities offered by the two marine railways for making under water repairs to their boats.

After making the remainder of the run up the Severn River, through Sparrow Lake, and up the 42-ft. lock below Washago, we reached the level of Lake Couchiching, which is also on the same level as Lake Simcoe, the largest body of water of the Trent Waterways. Couchiching is an Indian word meaning, many winds, and we found Lake Couchiching to be just that. The gale that had swept the country all morning seemed to be coming from every direction and in violent puffs when we passed out of the Washago Canal into the lake. Consequently the lake was terrifically rough, and we were badly handled before we finished the ten mile run through this wide stretch of open water into Orillia. There were several hours of daylight left when we docked at Orillia, but with Lake Simcoe just ahead, we knew we could not attempt to use them. Lake Simcoe is nearly 30 miles long, and about fifteen miles wide. The view into it from the residential section of Orillia is much the same as looking out into Lake Michigan from Chicago. Our route was directly across it to the mouth of the Cambridge Canal just north of Beaverton, and for us there was no crossing Lake Simcoe that day. Orillia, however, was a good place to end that day's cruising. It is a beautiful little city of about 10,000 population, and one of the best towns on the Trent Waterways in that part of Ontario. My desire to stop there was also augmented by a letter that I carried in my portfolio, which had been handed to me by the Chief of Police of Astoria, Oregon, as we were shoving off up the Columbia on May twentieth. The letter was from the Mayor of Orillia, who hearing of our trip, mailed it in care of the Chief of Police of Astoria, extending us an invitation to accept the hospitality of the city upon our arrival in that part of Ontario.

Landing at a local boat club at the head of Lake Couchiching, we soon discovered that the Mayor had been notified by telephone almost as soon as our boat was identified. Every club, dock, and marine service station had been posted to watch for us, and the watch had been maintained for weeks. In a very few minutes the Mayor and a delegation of Orillia's leading citizens were on hand with several automobiles, and we were off to see the town. If there is anything in Orillia that we didn't see, it must have been built since September second. One of the things there that interested me more than anything else is the magnificent shaft in the public park that the citizens have erected to the memory of Champlain and the hardy pioneers who paved the way for the Canada of today. It seemed significant to me that the Canadians have time, thought, and money for such things, while American explorers like Lewis and Clark have received scant eulogy other than a few towns and counties to perpetuate their names. Orillia is the site of the Ontario Provincial Home for Feeble Minded Persons, as it is politely

(Continued on page 84)

MIAMI BEACH

The Yachtsman's Rendezvous

COME to Miami Beach, the vacation land of the South. Come and enjoy its unsurpassed advantages for all forms of outdoor play. You'll never grow weary of its wide diversity of attractions, its soft sunshiny climate the year around and its semi-tropic vegetation.

*Fishing
Boating
Bathing
Golf*

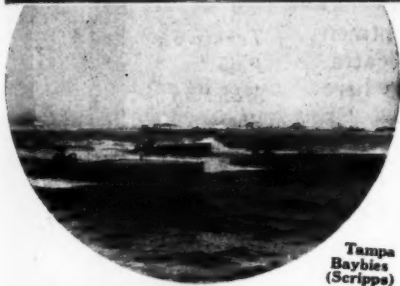
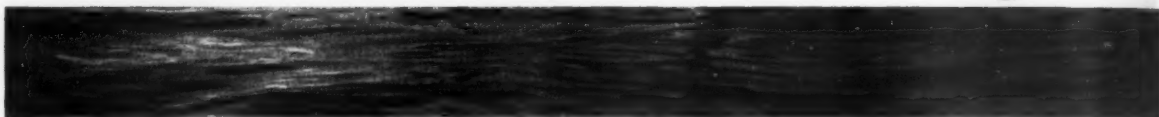
Miami Beach is the rendezvous of yachtmen and the scene of the Annual Southern Regatta. See the greatest of all speed boat races here next March.

*Tennis
Polo
Motoring
Skating*

THE CARL G. FISHER HOTELS
Nautilus—Flamingo—Lincoln—King Cole
MIAMI BEACH, FLORIDA



Florida Winners Give


 Tampa
 Baybies
 (Scripps)

 Baby
 Shadow
 (Wright)

 Miss
 Okkechobee
 (Gar Wood
 Liberty)

DUPLEX MAKES SPLENDID RECORD

At Miami, Tampa and Palm Beach

MIAMI:

EVENT: FISHER-ALLISON TROPHY—Two Heats of 50 Miles:

POSITION	BOAT	ENGINE	OIL
First.....	Baby Gar VI.....	Gar Wood Liberty.....	Duplex
Second.....	Baby Gar IV.....	Gar Wood Liberty.....	Duplex
Third.....	Adieu.....	Packard.....	Duplex

EVENT: RACE FOR GOLD CUP CLASS—Three Heats of 12 Miles:

First.....	Miss Tampa.....	Packard.....	Duplex
Second.....	Palm Beach Days.....	Packard.....	Duplex
Third.....	Baby Shadow.....	Wright.....	Duplex

EVENT: RACE FOR BISCAVNE BABIES—Three Heats of 9 Miles:

First.....	Tatum Brothers.....	Scripps.....	Duplex
Second.....	B. Bradfield.....	Scripps.....	Duplex
Third.....	R. R. Gamble.....	Scripps.....	Duplex

EVENT: BABY GAR RUNABOUTS—First Race, 9 Miles:

First.....	Miss Lauderdale.....	Gar Wood Liberty.....	Duplex
Second.....	Bebe.....	Gar Wood Liberty.....	Duplex

SECOND RACE—9 Miles:

First.....	Baby Gar.....	Gar Wood Liberty.....	Duplex
Second.....	Baby Cub.....	Gar Wood Liberty.....	Duplex

EVENT: RACE FOR CHRISCAFTS—One Heat, 9 Miles:

First.....	Owen Smith.....	Curtis.....	Duplex
Second.....	H. Paul Prigg.....	Curtis.....	Duplex

EVENT: FREE FOR ALL HYDROPLANES AND RUNABOUTS:

First.....	Miss Okkechobee.....	Gar Wood Liberty.....	Duplex
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TAMPA:

EVENT: FREE FOR ALL RUNABOUTS—One Heat, 20 Miles:

First.....	Miss Tampa.....	Packard.....	Duplex
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EVENT: FREE FOR ALL HYDROPLANES AND RUNABOUTS—One Heat, 10 Miles:

First.....	Miss Okkechobee.....	Gar Wood Liberty.....	Duplex
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EVENT: JUNIOR GOLD CUP CLASS—(Tampa Babies):

First.....	No. 10.....	Scripps.....	Duplex
Second.....	No. 8.....	Scripps.....	Duplex
Third.....	No. 1.....	Scripps.....	Duplex

PALM BEACH:

EVENT: BRADLEY TROPHY—25 Miles:

First.....	Miss Palm Beach.....	Gar Wood Liberty.....	Duplex
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EVENT: FREE FOR ALL RUNABOUTS—15 Miles:

First.....	Miss Okkechobee.....	Gar Wood Liberty.....	Duplex
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e Credit to Duplex Oil

Duplex Marine Engine Oil Triumphs Throughout Florida Racing Season

THE close relationship between perfect scores and perfect lubrication was again demonstrated in the consistent manner in which Duplex lubricated boats were first over the finish line at the Miami, Tampa and Palm Beach regattas.

The growing preference for Duplex Marine Engine Oil was also manifest in the many races where all prize winning boats ran on Duplex. And there were many events, such as the Biscayne Babies and Tampa Baybies, where every boat over the starting line had Duplex in the crankcase.

"Congratulations on the performance of Duplex Oil," wired Commodore Gar Wood himself when Baby Gar VI brought him the permanent possession of the coveted Fisher-Allison trophy. "I used Duplex Marine Engine Oil with perfect results. The engine was cool and showed maximum power at all times, while the pressure held up throughout the race."

"The decisive victory of Miss Tampa in today's race for Gold Cup Boats is another demonstration of the value of Duplex Marine Engine Oil," wired

D. P. Davis from Miami. "I had maximum power at all times, and I want you to know that Duplex was a big factor in capturing the cup."

Look over the table of winners on the opposite page and note the general preference for Duplex Oil by the men who have the most at stake. Isn't it time you should have a personal knowledge of this oil that is making motor boat history wherever it is used?

Duplex Oil is breaking records wherever it is used because it has been developed to meet the exacting conditions encountered in marine service. It is not a re-named automobile oil, but a strictly marine oil created by the makers of the original 100% Pure Pennsylvania Motor Oil.

Write TODAY for the complete facts about Duplex Marine Engine Oil and how it aided Commodore H. B. Greening set up a new 24-hour world's record with Rainbow IV. Tell us the make and model of the engines you use and we will send you the correct lubrication specifications for your boats—it's information you ought to have right now.

ENTERPRISE OIL COMPANY, Inc.

Marine Department, 162 Chandler Street

BUFFALO, N. Y.

Order Kasson today, the only waterproof grease you can absolutely rely upon to stop the leaks around your water pump, stern bearings, stuffing boxes and bilge pumps. Just send 50c. for pound can. (60c. on Pacific Coast.) C. O. D. 12c. extra.

Marine Dealers—Start the season with Duplex Marine Engine Oil and Kasson Waterproof Grease and you will be surprised the volume of repeat sales you will have on both products. Write for the Duplex proposition while it is still available in your territory.

Famous



You'll like the Sand Dab—the boat that's been famous for years—and *newly* improved in 1926. The Sand Dab, 18 foot shallow draft tunnel stern will run in 11 inches of water. Beaches anywhere, lands anywhere, the propeller is protected. Eases into tiny streams and inlets where others cannot enter.

Room for nine passengers. Equipped with 4 Cylinder 15 H. P. Universal Motor with electric starter. Makes 15 miles an hour. Hull is cedar planked, brass and copper fastened, mahogany finished.

\$1,150 F. O. B. Eau Claire



New Dunphy 26-Foot Runabout

Roomy cockpit forward with two leather upholstered seats. Rear cockpit has one leather upholstered seat and two wicker chairs. Room for five in each cockpit. Has 6 Cylinder 100 H. P. Marine Motor with electric starter. Makes 30 miles an hour and on special order equipped to do 45 miles guaranteed. Steering wheel and all controls operated from forward seat. Hull is double planked mahogany, brass and copper fastened.

\$3,150 F. O. B. Eau Claire


If you desire a special purpose craft, send your specifications. We are equipped to design and build any type of boat to your entire satisfaction. Write for illustrated catalog which gives complete information on launches, outboard motor boats, special 14 foot smooth planked row boats for resorts, canoes and row boats. All boats are ready for immediate shipment.

Chas. W. Young, Atlantic City, N. J., Representative

DUNPHY BOAT MFG. CO.

Dept. C 5

Eau Claire, Wis.

DUNPHY
"famous
boats"  "for forty
years!"

Across America by Motor Boat

(Continued from page 80)

termed; and the Mayor and citizens insisted upon showing us this institution. While the institution is unquestionably a model of its kind, a trip through it is somewhat depressing. Wilton, whose religious tendencies are to see only the good and pleasant things of human life, seemed deeply impressed, as well as depressed, by the sights of the place. In summarizing his ideas to me while sitting around the hotel that evening he said: "Johnny, half the world are nuts, and the rest are squirrels. The question is—just how much of a nut, or how much of a squirrel does one have to be eligible for residence in that place up on the hill—and who is to judge?"

Getting under way early next morning we found the sky heavily overcast, rain threatening, but scarcely a breath of wind blowing. We could not have picked a more ideal morning for getting across Lake Simcoe. Rounding the bend in the narrow strait that connects Lake Simcoe and Lake Couchiching, we found the huge lake—often called The Tiger of the Trent, as placid and glassy as a plate of soup. The visibility was so low that land appeared only on the north and west shores of the lake. We took our course from the charts, checked it with our compass, and shoved off into the expanse of sky and water. After cruising for an hour, the land had disappeared on all horizons except for a couple of small peninsulas that were faintly visible jutting out from the north shore. Another hour of cruising and we had picked up Thorah Island near the east shore, and a dim outline of housetops and smokestacks in the town of Beaverton, which is built up onto high ground on the mainland beyond. About abeam of Thorah Island we located the first buoy marking the route into the Gambridge Canal, and followed the buoys on in.

About the time we got into the canal the wind began to blow, and rain coming down with it. We soon realized we'd been lucky in getting across Lake Simcoe, for an hour after we got into the canal above Gambridge the crossing could not have been attempted. Moreover, had the storm caught us in the middle of the lake, we'd undoubtedly have been compelled to run for the shelter of the nearest cove. Before reaching Lake Simcoe I had talked with a number of motor boatmen who were neither crepe hangers nor alarmists, and all of them had warned us against taking any chances with Simcoe in heavy weather. After getting into the canalized portion of the waterway beyond Lake Simcoe, we didn't care much what the weather did. We were so used to rain and to being wet that rain was a matter of small concern. In the sheltered waters the worst the wind could do was to retard our speed a little, or boost us along depending upon which way the wind happened to blow and the meanderings of the waterways.

The objective of our cruising that day was Fenelon Falls, and the residence of J. W. Shelly on Sturgeon Point in Sturgeon Lake, about six miles beyond Fenelon Falls. This was a run of approximately 50 miles from Orillia, and with the number of locks and bad weather, was a husky day's mileage. Prior to our actual arrival at Fenelon Falls, I had talked with Mr. Shelly by telephone, and been with him in person for about five minutes. It was the day after the story broke in the Los Angeles newspapers announcing our intention to attempt the cruise, that Mr. Shelly phoned me. He told me he desired to get acquainted, because for a number of years he had made a practice of spending his winters in California and his summers at his home on Sturgeon Point in Ontario. Later he called at my office in Los Angeles, and extended an invitation to visit him at his summer home, because, as he stated it—"You've got to come right past my door." He marked the position of his Sturgeon Point home on our charts of the Trent Waterways and gave me photographs for identification of the house and his boat landing. I had, of course, kept in touch with him on the cruise from Oregon to Ontario, so I was not greatly surprised when we arrived at the Kirkfield Lift Lock, and the lockkeeper asked me to call a certain phone number at Fenelon Falls. After putting in the phone call it was only a minute or two before I had Mr. Shelly on the wire. He said he'd be waiting for us at Fenelon Falls, and that our hot baths and the chicken dinner would be ready at his house when we got there. The destination was still 26 miles away through a downpour of rain, but an objective well worth driving for.

As another example of the kindness and hospitality we encountered in Canada, Mr. Tough, the keeper of the Kirkfield Lift Lock, called his wife out to have a look at our boat as he recognized the outfit. "Mary, have you ever heard of this boat?" he asked, as his wife peered down at our tiny craft tied up in the lowered lock chamber. "For sure.

(Continued on page 88)

As a place to invest, as a place to make money, as a place to live—come to Jacksonville, Florida!

Write for the free booklet that tells you all about
JACKSONVILLE, the business city of Florida



Have you money to invest in the coming metropolis of Florida? Should you open a new business here, or establish a branch house or branch factory in the growing young city whose bank clearings last year passed \$1,400,000,000? Have you a profession or some special ability that could find its greatest opportunity here?

Jacksonville is within 48 hours' reach by rail of two-thirds of the population of the U. S. Is completing a \$4,500,000 bond issue for new roads and bridges (Duval County). Has the best public schools in Florida. Combines the business opportunities of Florida with those for year-round health and happy living.

Come and see Jacksonville's opportunities for yourself. Study your chances to make money where life is lived to the full. Come to Jacksonville! Write now for free booklet describing it—address Believers in Jacksonville, P. O. Box 318, Jacksonville, Florida.



ALL business men who have seen the growth of any of America's large cities, who have watched the quick developments in population and wealth of any of the newer states, are invited to study the growth of Jacksonville—gateway to America's last frontier. As Florida fills with people and wealth, Jacksonville rises to greater growth through her services as banker, manufacturing and shipping center.

Jacksonville serves the state of Florida through five trunk-line railroads. Recent improvements costing \$750,000 have made Jacksonville Terminal the largest single unit terminal station in the world.

As a seaport, Jacksonville connects Florida with the water ports of the world.

Ford has placed one of his largest assembly plants here, has just completed new docks costing \$400,000 and has doubled his Jacksonville plant's capacity

in one year. Jacksonville offers notably cheap electrical power. Many new manufacturers and distributing houses are selecting locations here to participate in Florida's growing prosperity.

New bank buildings, hotels and other skyscrapers attest the substantial quality of Jacksonville's growth. Increasing numbers of new homes are being built to accommodate the thousands who are coming to invest in the permanent growth of Jacksonville and to live in its year-round healthful, friendly climate.

Winter tourists are coming to Jacksonville in constantly increasing numbers as they discover the beauties of the St. Johns River country. These playgrounds offer a balmy, invigorating climate, fine golf courses, a yachtman's paradise of river and ocean waters.

It may be that Jacksonville is calling to you with the surest opportunity of your lifetime.

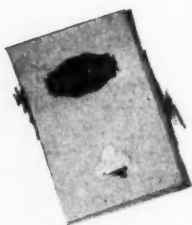
Believers in Jacksonville

"AN ASSOCIATION OF REPRESENTATIVE BUSINESS MEN
INCORPORATED FOR THE SINGLE PURPOSE OF COMMUNITY ADVERTISING
AFFILIATED WITH JACKSONVILLE CHAMBER OF COMMERCE"



Chris-Craft

Smart Appearing - Staunch



Every man who has ever contemplated downing, or does own a runabout will be interested in this new brochure on Chris-Craft

Not only is Chris-Craft incomparably finer from the standpoint of appearance, but it continues to lead in point of power, smoothness of handling, and greater speed. Retaining the staunch qualities of the famous racing boats built by Chris Smith, these newest Chris-Craft embody every sound principle in motor boating development of the past twenty-five years.

From keel to covering boards Chris-Craft are beautifully built from the best grade mahoganies. These boats are time-tested, the product of long experience, and unhurried methods of manufacture that have reduced hull costs to a new low figure. No other runabout offers the same remarkable value with its added power and splendid equipage as does Chris-Craft.

For those who are satisfied with less speed than the Kermath 150 horsepower motor at 38 to 40 miles an hour, we offer optional equipment of the 100 horsepower Kermath at 30 to 32 miles per hour. Price complete with Kermath "100"—\$3200

Chris Smith & Sons Boat Co.

ALGONAC, MICHIGAN

\$3500 F.O.B. Algonac

LARGEST BUILDERS OF FAST RUNABOUTS

Advertising Index will be found on page 222



Announcing

Another Choice in Motor Equipment for Chris-Craft

CHRIS-CRAFT may now be obtained with the time tried hundred horse power six-cylinder Kermath motor. These motors will drive Chris-Craft 30 to 32 miles per hour. They are not as fast as the new Kermath 150 H.P., but that in itself may be a desirable feature for those who plan on entrusting the operation of the boat to younger members of the family. No change in hull design is necessary to the use of the standard Kermath, and the larger engine can always be installed at a later date. There is a saving of \$300 on Chris-Craft equipped with the Kermath "Hundred."

The Smith-Curtiss motor is another choice of motor equipment for Chris-Craft. Guaranteed speed of 32 to 35 miles obtain with this standard power plant. Both hull and motor carry a warranty for one year.

100 Horse Kermath, \$3,200; Smith-Curtiss, \$2,900

Full information on these standard installations will be furnished upon request.

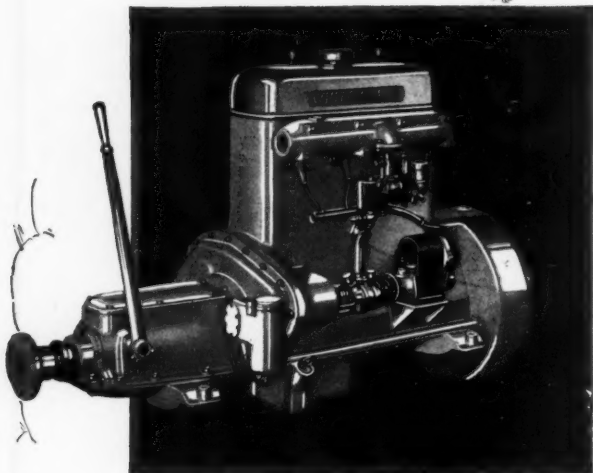
Chris Smith & Sons Boat Co.

ALGONAC

LARGEST
BUILDERS
OF FAST
RUNABOUTS

MICHIGAN

Wisconsin Marine Motors include White Cap "4" and "6" and the sturdy "A-M," on L-head model.



This Year Buy Surety!

Your White Cap, bought for its sparkling motor-car "pep"—its "More Power per Cubic Inch"—is, too, the surest bet in your boat. That instant, smooth, eager surge of power at your open throttle's invitation, comes from the very things that make White Cap RELIABLE.

Close fit. Tolerances taught by fine-car practice. Balance. Plenty of metal—and the right kind—at every point. And back of it all, the overhead-valve design, developed to full efficiency by Wisconsin.

This year, buy surety. Your search for it need go no further than White Cap.

**MORE
POWER**



Write for details. Mention size and type of your boat. Boat Builders, get the facts on Wisconsin's better way to buy boat power.

Wisconsin Motor Mfg. Co.

Milwaukee, Wis.

WHITE CAP

"4" and "6"

Across America by Motor Boat

(Continued on page 84)

I have," she replied in a delightful Canadian accent. "These are the gentlemen who have come all the way from the Pacific Ocean." The usual barrage of questions followed. Finally Mrs. Tough ventured to ask if we'd had any lunch. It was one-thirty in the afternoon, and we'd had no lunch, due to the fact that there had been no place to get any, and we'd come off from Orillia in too much of a hurry to have one prepared. When the lockkeeper's wife gained this information, nothing would satisfy her but that we should come right into the house—and she'd—"Get us a bite to eat while Transcontinental was being put over the lift lock." "The bite to eat," as she called it, turned out to be a splendid home-cooked meal, the first of the sort we'd enjoyed in some days. And yet, I've heard Americans say that Canadians are cold and inhospitable. Wilton and I found them to be everything but that.

On through the rest of the afternoon, on through the rain, up onto the level of Balsam Lake, we cruised on the highest water level of the Trent Waterways—845.5 feet above sea level, 267.5 feet above Lake Huron, and 602 feet above Lake Ontario. At Rosedale, in the water connection between Balsam and Cameron Lakes we began going down—down the veritable stairway of locks between Balsam Lake and the Bay of Quinte on Lake Ontario. Coming across Cameron Lake in a mist of rain and with the last fading rays of daylight, my glasses picked out a figure waving like a human semaphore from the first bridge above the Fenelon Falls locks. A little later I recognized the figure as that of J. W. Shelly. But, he wasn't the only one. The shores, bridges and locks were thronged with people, the combined spectators of Fenelon Falls, Lindsay and Bobcaygeon, having gathered there to greet us. Our hands were actually beginning to ache from the hearty handshakes when the lowering water in the first lock brought relief by taking us down beyond the reach of the longest arms. Mr. Shelly's boat, a 38-ft. mass of polished mahogany and brass, was tied up in charge of his boatman below the Fenelon Falls Locks. We immediately cruised on with Transcontinental because we knew Mr. Shelly wouldn't be long overtaking us. Presently his speedy packet shot up alongside of us, and attempted to throttle down to our speed. But, it couldn't be done. "Throw us a line, boys," our host called out. "We'll put a little more speed on you. We mustn't let those chickens get cold." A tow of five miles didn't cut much of a figure in a cruise of more than 5,000 miles. Moreover, with a home-cooked chicken dinner almost within smelling distance, we felt that the end justified the means. We threw a line aboard Mr. Shelly's boat, and Transcontinental nearly climbed out of the lake trying to stay astern of the faster craft. In almost less time than it takes to tell it we were down to Sturgeon Point, and tied up in Shelly's boathouse. A hot bath each, a change of clothes, and a dinner such as Americans associate with Thanksgiving Day or Christmas, and Wilton and I were further convinced that all of God's people don't live in the United States.

While Mr. and Mrs. Shelly assured us they'd be delighted to have us remain for a week or more with them, the acceptance of such hospitality could not be considered for a moment if we were to get into New York ahead of some very disagreeable cruising weather. A rest among such surroundings would have been thoroughly enjoyable, but traveling as we were on a much belated schedule, it was out of the question. When the following day dawned with cold rain and high wind we consented to remaining over another day hoping to see more favorable weather for traveling, and to avail ourselves of the invitation of His Worship, Mayor Graham, of Lindsay, to visit his city. So, we cruised across Sturgeon Lake to Lindsay about eleven o'clock that morning, and were guests of the Mayor, and leading citizens, while being shown the town, and later at a Kewanis Club luncheon. At the luncheon we sang "God Save The King" with the rest of them—the tune being quite familiar inasmuch as Americans borrowed it from the Englishman.

After the luncheon, Frank and I were called upon to give a dissertation concerning our cruise, and our impressions of Canada. After describing the cruise somewhat in detail, and with the aid of a huge map on the wall, I got down to my impressions of Canada. Incidentally, I learned something about British customs during speeches, which has since seemed highly humorous. I had told these gentlemen (those last two words are typically Canadian), that my impressions of their country, were altogether favorable. "I have come up here from the states," I said, "under a flag which is foreign to me. But, I find the same language, very much the same customs, and about the same sort of people, as we know in the United States. If there is any great

(Continued on page 92)

You want~ Spar Varnish that Wears!



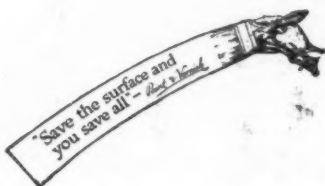
Almost any varnish cooker can produce a waterproof spar varnish that won't turn white.

But experienced boat owners know that to resist wear and give long-lasting service under severe use, varnish must be more than just waterproof.

Luxeberry Spar Varnish stands the gaff. *It wears*—because it is made by the same expert varnish makers who produce Liquid Granite—a waterproof floor varnish so durable that it is known and used the world over.

Refinish with Luxeberry Spar—and let two coats do the work of three!

Send for Our New Combination Color Card of High-Quality Marine Finishes



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Rochester Boat Works, Rochester, N. Y.
Martin Boat Company, Delphi, Ind.

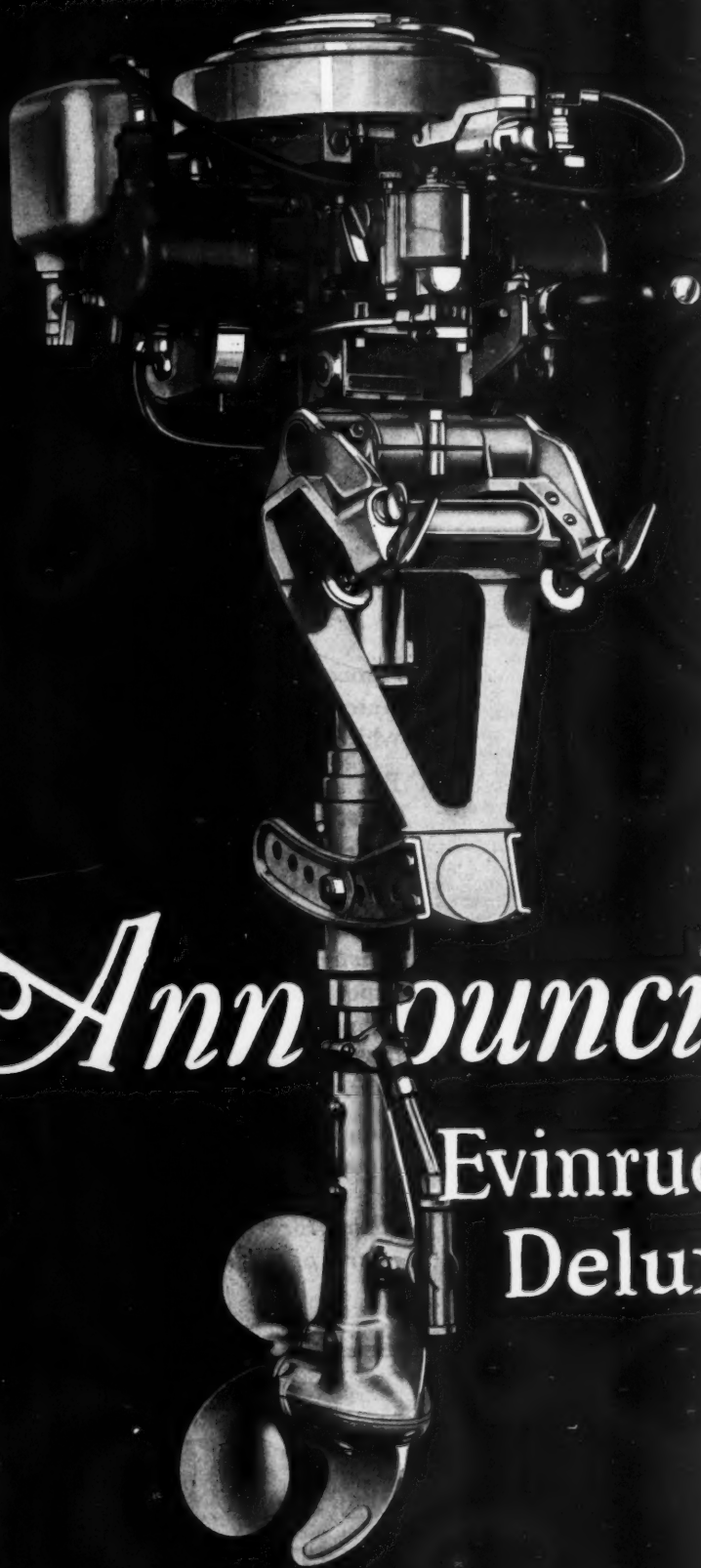


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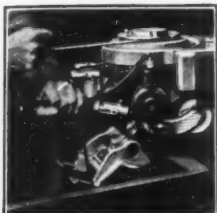
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Here are the Features that make it a Fact

THE New 1926 Champion EVINRUDE Sport Twin. Valveless, practically vibrationless, twin cylinder motor. Light weight of only 44 pounds. Two to ten miles per hour. And introducing startling improvements overshadowing all previous conceptions of what an ideal outboard motor could be.



Dual Ignition—Quick starting on battery or magneto—as sure as your car. Ford type ignition—high tension jump spark. Transforms battery current into surging secondary current of 13,000 volts.



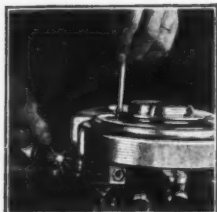
Self Steering—Simple clamp-screw adjustment. Keeps boat on fixed course. Both hands free—you're ready for the first cast the moment you reach the fishing grounds. Wonderful trolling convenience.



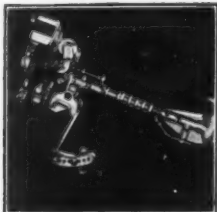
Extra Power—Power increased 30% without increasing size of cylinders or adding weight. Gained by new discoveries in intake and exhaust-port construction. Conserved by ball-bearing Power Focus Drive.



Electric Light—Brilliant 6-volt light with thumb switch same as on your car. Illuminates motor and boat. Magneto supplies current when motor is running; battery when motor is stopped.



30% Hotter Spark—Spark jumps $\frac{1}{4}$ " gap when magneto is turned by hand at 36 R. P. M. This is 14 times slower than Easy (rope) Starter produces, and 60 times slower than normal running speed.



Improved Tilt-Up—Motor tilts entirely out of water. Weight over center holds motor in position. Propeller safely clears for beaching. Tilts with easy downward push on tiller handle.



Tiller and Rope Steering—Steer with tiller or from anywhere in boat. Complete Rope Steering equipment furnished—snaps, guides, 32 feet of rope and two ebonyed handles. Installed in 10 minutes.



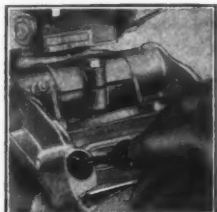
Shear-off Pin Compartment—Ingenious magazine in propeller hub houses extra pins. As handy as leads in an automatic pencil. Instantly withdrawn. Always ready—never lost or left ashore.



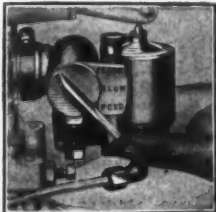
Improved Cooling—No-Clog Pump and enlarged intake and outlet parts produce a complete change of water every 3 seconds. No overheating. The same perfect cooling in reverse as in forward.



Leather Tiller Handle—Waterproof, leather handle. Easy grip, smarter looking. Controls steering, tilt-up, automatic reverse and tilt-up lock—ten minutes' driving and you master it all.



Now Motor Locked to Boat—Standard, tumbler type, rust-proof lock same as used on auto transmissions. Plunger engages groove in thumb screw, making it impossible to unclamp motor. Two keys furnished.



Anti-Flood Carburetor—New! Can't flood, load up, foul or drip. Special mixture for starting, trolling or speeding. Speed range widened 20%. 150 R. P. M. slower throttling; 200 R. P. M. faster running.

Advance showings of the new EVINRUDE Sport Twin have created such a sensation that our production capacity is being taxed to the limit. See your EVINRUDE dealer at once to make sure of delivery. Write for the Evinrude Year Book describing "Evinruding De Luxe" in detail.

EVINRUDE MOTOR COMPANY, 510 Evinrude Bldg., MILWAUKEE, WISCONSIN

Any other use of this name is a deliberate attempt to confuse.

Also makers of the world famous Evinrude Single and Big Twin (4 h. p., 10 to 15 miles per hour) and Evinrude Camp Stores.

The New 1926 Champion EVINRUDE Sport Twin

Across America by Motor Boat

(Continued from page 88)

difference between the people of the two nations, I would say that I have noticed that Canadians have time to be courteous and polite." At this statement there was wild commotion among my audience, and exclamations of "Hear! Hear! Hear!" from all quarters of the house. For an instant I was puzzled. This practice of shouting "Hear! Hear! Hear!" at a speaker was a new experience for me, and I wondered what I had said that could have offended anyone. The situation was decidedly embarrassing for a second or two, or until my interest in foreign languages came to my rescue. I recalled that in Mexico I had listened to the speech of a Presidential candidate, in Spanish, of course, and in the midst of his talk there had been cries of "Bravo! Bravo! Bravo!" as an expression of approval. So, I surmised that "Hear" in Canadian-English had the same meaning as "A-men" as it is used in certain church congregations. With this line of reasoning I decided to beard the lion in his den, and determine if my conclusion might be right or wrong. I continued speaking—saying: "Gentlemen, I'm glad to have the opportunity to get better acquainted with Canada and Canadians. I believe that we as Americans, and you as Canadians, have only advantages to gain by knowing each other better. Not because I believe that our national understanding is faulty, but because I believe it is better than between any other two nations on the face of the earth today. The very fact that we have lived as neighbors for more than a hundred years without a fort or a soldier on the international boundary, and without a battleship on the Great Lakes is sufficient proof of that. Meanwhile the nations of Europe have been torn by war after war—what a lesson to the rest of the world!" Another uproarious cry of "Hear! Hear! Hear!" and I'd proved the meaning of the expression. "Just one more word, gentlemen," I continued. "I'm going to take delight in going back to the United States, and telling people that Canada is a law-abiding nation of God-fearing men and women. I'll preach that verbally, and I'll spread that doctrine by the power of the pen I command as a contributor to the public press. I'm going to do everything in my power to encourage Americans to travel in Canada, and Canadians to travel in the United States. By knowing each other these two nations will continue to live together in peace." Another chorus of "Hear! Hear! Hear!", and I'd said my say, and sat down. Wilton followed me on the floor and for twenty minutes kept the club in an uproar of laughter telling intimate little details of our journey in his own inimitable way, and in the language of the newspaper editorial office and the motion picture studio.

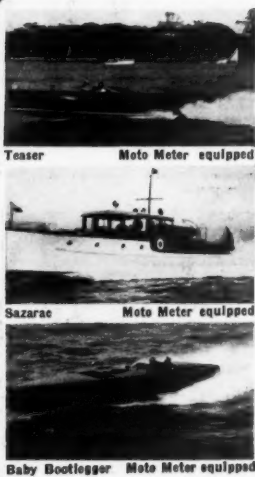
Leaving Mr. Shelly's home on Sturgeon Lake on the morning of September fourth, Mrs. Shelly prepared a huge box of lunch, and we shoved off down Sturgeon Lake hoping to make Peterborough that evening. This distance of 60 miles was not beyond us for a day's cruising, but it seemed doubtful with the prospect of 10 locks to be passed. While we had found the King's Servants along the Trent Waterways always on the job to give us prompt and courteous service in the locks, the actual physical operation of going through a lock was a matter of from twenty to thirty minutes. Ten locks in a day's cruising thus meant a delay of approximately four or five hours. When this time is taken out of the daylight hours of a September day in the latitude of Ontario, one's cruising radius with a slow boat is bound to be somewhat restricted.

Leaving Bobcaygeon the route of the Trent Waterway swings into Pigeon Lake, crawls out through a tiny inlet on the eastern middle shore, and goes into Buckhorn Lake. Buckhorn Lake is almost as much of a huge swamp as it is a lake, and we found some difficulty even in following the buoys through its maze of islands, submerged trees, and floating islands of aquatic vegetation. In spite of our efforts to follow the buoys, a fog that closed in around us caused us to lose them, with the result that we fumbled around in the swamps for an hour, and finally went aground in a field of semi-submerged stumps. We'd have been in there for the rest of the day but for the fog lifting, and enabling us to find our way to the line of buoys again. The delay, however, ended our hope of getting to Peterborough that night. Noon found us cruising out of Buckhorn Lake into Lovesick Lake, and eating the lunch that Mrs. Shelly had provided. That lunch is one of the memories of the Trent Waterways, for we were hungry, and the box contained a fried chicken, sandwiches, pickles, cake and a whole apple pie. No imagination is needed to picture such a lunch under those circumstances.

If there was any one place in the Trent Waterways that made a profound impression upon us it was Stony Lake,

(Continued on page 106)

Safety Efficiency



The Boyce Moto Meter—Marine Type—safeguards your marine motor as surely as the automobile model protects your car. It makes possible the operation of your motors at the temperature that gives maximum efficiency.

A copper bulb on the discharge pipe of your cooling water system, another immersed in the oil in your crank case sump—both connected to dials in plain view of the helmsman—give double indications of motor temperature.

Boyce Moto Meter
Marine Type

The Moto Meter Company, Inc.

Industrial Thermometer Division

Wilbur Ave., Long Island City, N. Y.

Manufacturers of Boyce MotoMeters and Motoco Industrial Thermometers

Advertising Index will be found on page 222

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Hackercraft



Hackercraft Features

Beauty—Gracefully curved decks, exclusive deck hardware and refinements.

Sea Worthiness—Sturdy construction, ride well out forward, heavily reinforced angled windshield.

Reliability—Scripps Marine Motor, built for exacting service.

Safety—Extra heavy framing timbers, double planked bottoms, collision bulkheads, full length engine timbers.

Comfort—Deep cushioned seats and backs, ample leg room, convenient instrument board and controls.

Economy—Quantity production brings low first cost; quality materials bring low upkeep, low operation costs, long life and high resale value.

For Care Free Hours Afloat

In your gayer hours nothing will contribute to your boating recreation like the Baby Dolphin, or the Dolphin.

Then, if ever, you should be able to forget everything except the fact that you can go on and on without interruption, free from worry about mechanical things.

The structural and mechanical perfection of Hackercraft insures reliability, safety, seaworthiness, comfort and economy and make it possible for you to forget them in the completeness of your enjoyment.

Sturdy construction, dependable power, beauty of finish, comfortable arrangement of seating space—all bring about the net result.

All Hackercraft Runabouts are equipped with the reliable Scripps Marine Motor

DOLPHIN

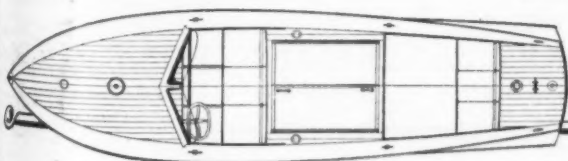
Length, 26 ft.; 10 passengers; speed, 30 to 35 miles\$3900 to \$4625

BABY DOLPHIN

Length, 22 ft.; 6 passengers; speed, 23 to 37 miles\$2595 to \$3095

Popular demand dictated the seating arrangement of the Baby Dolphin shown below—3-passenger forward cockpit and control, found in no other standard runabout in its price class.

HACKER and FERMANN
INCORPORATED
DISTRIBUTORS
Sixty-three Hundred E. Jefferson
DETROIT





Tampa Bay-bies "Racing Thorobreds"



Above, showing cockpit and control of the now famous Tampa Bay-bie Model.

Below, the Spitfire IV, leading in the world record race for 151 class hydroplanes at Tampa Bay.



THESE 21-foot one-design racing runabouts are designed and built in strict accordance with Duff-Greening specifications for the Junior Gold Cup, the prime idea being to assure maximum speed in a real runabout.

Powered with the 6-cylinder 100 H.P. Gold Cup Model Scripps Marine Motor, these craft can be depended on to give consistent service both in racing and in general use. A fleet of Tampa Bay-bies ran seven heats during the Tampa Bay regatta with perfect scores for both hulls and motors.

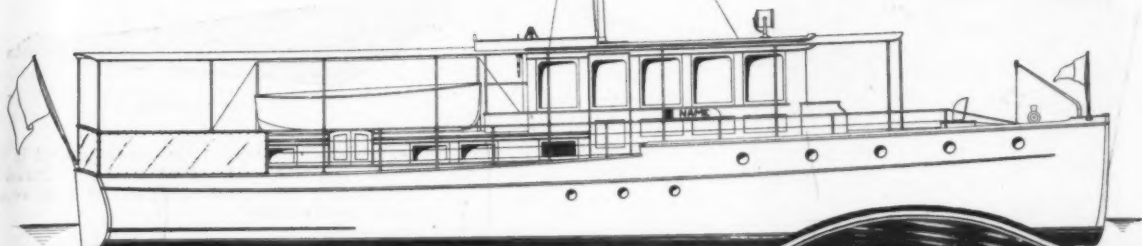
Speed of 38 miles per hour is guaranteed. The price, complete, with all equipment, is \$3500, F. O. B. Detroit. An early order will guarantee prompt delivery.

SPITFIRE IV

Spitfire IV, first of the Pelican type, set a new world's record of 40.6 miles at Tampa, thus proving the worth of this 151 class hydroplane. The Pelican is single-step with stern outboard rudder of Special Hacker design. Equipped with Model 151 R. S. Fronty Marine Motor (as installed on *Spitfire IV*), the price is \$1,975, or the hull, ready for motor is \$1,250. To those who prefer to build their own craft, we will sell complete plans and specifications.

HACKER & FERMANN, Incorporated
6300 E. Jefferson Distributors Detroit, Mich.

A Seaworthy Cruiser with Houseboat Accommodations



The last word in standardized cruiser design, embodying both comfort and seaworthiness, including many features of merit.

AN ideal lounging room and dining salon are provided in the enclosed 16-foot deck house. Two double staterooms aft furnish comfortable sleeping quarters for eight persons, and in addition there is an emergency double berth in the deck house.

Dual control and duplicate navigating instruments placed in deck house and on navigating bridge provide a unique feature. There is a carefully planned galley of ample size. Comfortable crew's quarters forward.

Provision for twin screw installation is made, choice of motors optional. Gear reductions make possible a maximum speed of 15 miles per hour, economically.

But one of these cruisers is available for spring delivery, all others of the original quota having been contracted for.

The price, including complete equipment for cruising, is considerably lower than would be possible except for our standardized, quantity production facilities.

Designing and Brokerage

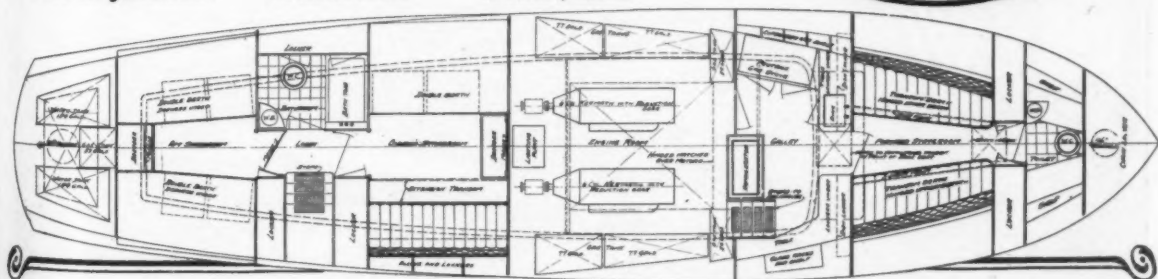
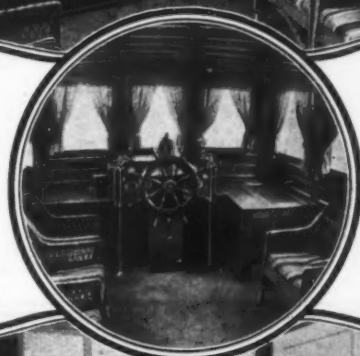
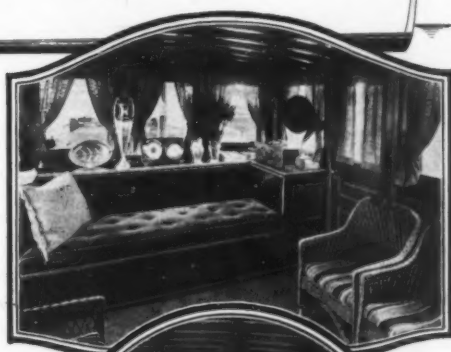
Our designing department will furnish designs with complete specifications and will supervise construction of any type craft, ranging from high speed racing runabouts to the largest Diesel type yacht. Our brokerage department has a complete file of available boats of various types and we offer a complete brokerage service to both the buyer and seller, especially in boats located on or desired for the Great Lakes district.

HACKER & FERMANN, Incorporated

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Detroit, Mich.



JOHN L. HACKER TELLS WHY HACKERCRAFT ARE EQUIPPED WITH ERICO

UNIVERSAL SHAFT LOGS



Universal Shaft Log

"THE universal action incorporated in the ERICO," Mr. Hacker says, "makes it practically leak proof and that is why we use and specify them."

The ERICO Universal Shaft Log has a ball joint in sliding plates which permits not only a change of angle of shaft bearing to fastening surface but also the movement of the point of bearing itself in any direction, up or down, right or left. Both this radial and lateral action are securely locked by a single cap nut. This not only simplifies the initial installation but makes re-alignment easy when necessary. It is made entirely of best bronze bearing metal.

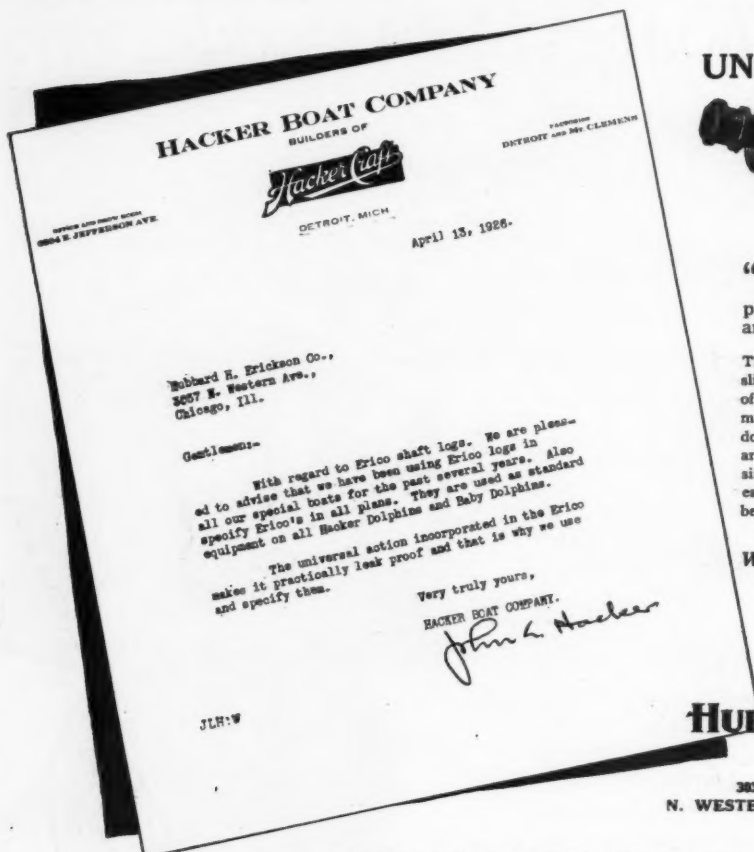
Write today for latest catalog and prices of
ERICO MARINE SPECIALTIES.



HUBBARD FERRICKSON & Co.

3837
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CHICAGO,
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Below: The Hacker Baby Dolphin in the foreground and the Dolphin behind, both equipped with ERICO Universal Shaft Logs.



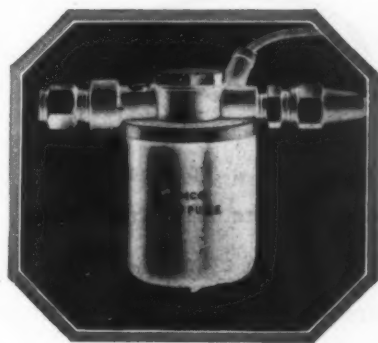
HACKER & FERMANN Inc. H F Detroit, Michigan.

AUTOPULSE

SYSTEM OF FUEL SUPPLY

Standard on TAMPA BAYBIES

Each of the ten Tampa Baybies that raced at the Tampa Bay Regatta on March 5th and 6th were powered with the Scripps Junior Gold Cup Motor equipped with AUTOPULSE. The Hacker Boat Co., builders of the Tampa Baybies, use AUTOPULSE as standard equipment on the Hacker Dolphin and Baby Dolphin Runabouts.



Adequate and Positive Fuel Supply Under All Conditions

THE use of the AUTOPULSE on the fastest automobiles and motor boats in the world has proven its efficiency in supplying an adequate and positive flow of gasoline to the carburetor under all conditions. So mechanically perfect is the AUTOPULSE that it functions with human pulse-like efficiency.

So successfully has the AUTOPULSE performed over the water, on land and in the air that it has been adopted by almost the entire marine industry, boat builders and engine manufacturers and by many large automobile manufacturers as standard equipment.

Our fuel engineering service is at your disposal.

AUTOPULSE is used as standard by Scripps Motor Co.; Hacker Boat Co.; Chris Smith & Sons Boat Company; Ditchburn Boats, Ltd.; Dunphy Boat Co.; Gar Wood, Inc.; Hall-Scott Motor Car Co.; Horace E. Dodge Boat Works; Indian Lake Boat Co.; Sea Sled Corp.; Stearns Motor Co.; Winton Engine Co.; Kermath Mfg. Co.; Purdy Boat Co.; Packard Motor Car Co.; Sterling Engine Co.; Wills Ste. Clair Six; Delco Light Power Plants; Duesenberg Straight-eight; McFarlan Six; Mack International Highway and Parlor Car Busses; American LaFrance Engines; Laurel Motors; Chevrolet Bros., and 95% of automobile race drivers.

IRELAND & MATTHEWS COMPANY

1500 Beard Avenue

Established 1889

Detroit, Michigan

The Greatest Consistency in the



**"The Motor That
Crossed the Atlantic"**

ALL critics who reported the Tampa Regatta were unanimous in awarding the SCRIPPS Model F-6, "Junior Gold Cup Model," the honor of showing the best and most consistent engine performance ever seen at a Regatta.

Brief excerpts from the leading articles in the boating publications only briefly reflect the enthusiasm created by the Hacker Junior Gold Cup models and their SCRIPPS power plants. Read the detailed accounts.

Tissott in April "Boating":—

"When it came to showy racing, stuff that made the crowd sit up and take notice, the Tampa Baybies, like the Biscayne Babies at Manhasset Bay last summer, came to the front and put on the real exhibitions. There were ten of them, all recently built for Mr. D. P. Davis from Hacker designs and all SCRIPPS powered. They raced in every sort of contest, at varying distances and in the hands of all kinds of drivers, and they stood up, showed around forty miles per hour, and all finished."

Chapman in April "Motor Boating":—

"During the regatta all of these boats took part in seven events and on no occasion did either power plant or hull give trouble. The boats were driven by prominent yachtsmen from other sections of the country, and although these drivers had no previous experience in handling these boats, yet they were at all times able to drive them at maximum speed without danger. The boats turned very quickly, and accelerated to full speed in a few seconds. In one of the races for the Tampa Baybies class the boats were driven by ladies who handled the boats without the help of anyone, with the exception of a mechanic. The way the craft were handled by the ladies and the speeds made by them in their event fully demonstrated that future motor boat racing is not to be confined solely to the masculine sex."

Hanna in March 25th "Motor Boat":—

"This seems the right place to slip in a description of the Tampa Babies—supposed to be spelled Baybies—excuse my old style spelling. They are 21-foot Hacker boats, powered with F-6 Junior Gold Cup model SCRIPPS Motors, perfect examples of highly perfected design and beautiful building, and all ten of them call D. P. Davis papa. They take my fancy more than any racing craft I have ever seen, and perhaps it is known that it takes considerable speed boat to arouse any spark of affection in my hard heart."

the History of Motor Boat Racing

Lewis in April "Power Boating":—

"Ten Tampa Baybies put on another remarkable race and their consistent performance was a matter of much comment with the thousands of spectators. They are powered with six-cylinder SCRIPPS engines of the Junior Gold Cup type, exactly the same as the engines in the well-known Purdy 'Biscayne Babies,' which raced at Manhasset Bay last summer and at Miami and Palm Beach this spring."



"The Motor That
Crossed the Atlantic"

In April "Rudder":—

"The Tampa Baybies scored a distinct triumph and caught the liking of the crowds . . . etc."

Wetherill in April "Yachting":—

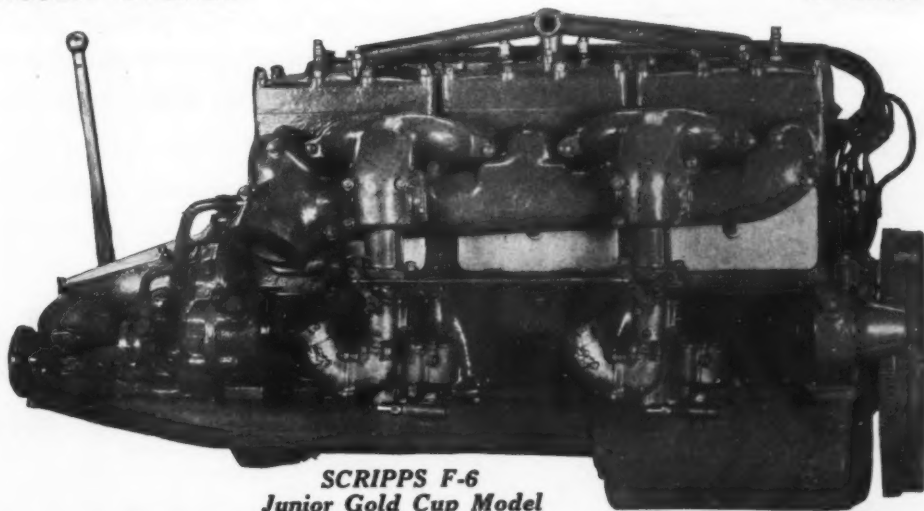
"These Tampa Baybies, 21-ft. V-bottom speedsters designed by Hacker and powered by SCRIPPS, were provided by D. P. Davis, the sponsor of the regatta, and proved to be one of the big hits of the meet."

While SCRIPPS motors have won signal honors, they must not be confused with engines suitable only for racing purposes. A rare combination of scientific construction, ruggedness, compactness and high power adapts them for the widest and most exacting requirements of motor boating. There are models and sizes from ten to one hundred fifty horse power suitable for runabout, speed boat, auxiliary, cruiser and commercial craft. Unfailing power and reliability in the hard-going of ocean cruiser racing, both on the Atlantic and Pacific, have resulted in the biggest list of winnings enjoyed by any motor.

SCRIPPS MOTOR COMPANY

5819 LINCOLN AVENUE

DETROIT, MICH.



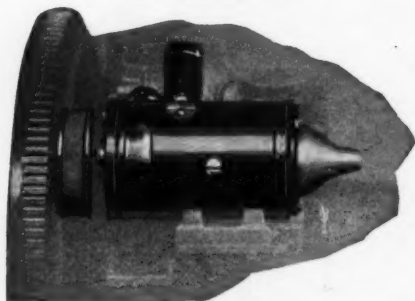
SCRIPPS F-6
Junior Gold Cup Model



Delco "Double Fire" eight cylinder distributor with magneto mounting



Marine Installation
Delco starting motor



Marine Installation
Belt driven Delco generator

Now—

Delco Electrical Equipment . . . Complete for High Speed and Heavy Duty Marine Use

Every motor sportsman, ashore or afloat, knows that the fastest boats and finest cars have been Delco equipped for years. Delco records by land, sea and air, stand unchallenged.

Now this dependable Delco equipment is available for other types of marine power plants—slower speed heavy-duty cruiser units as well as high-speed racing motors.

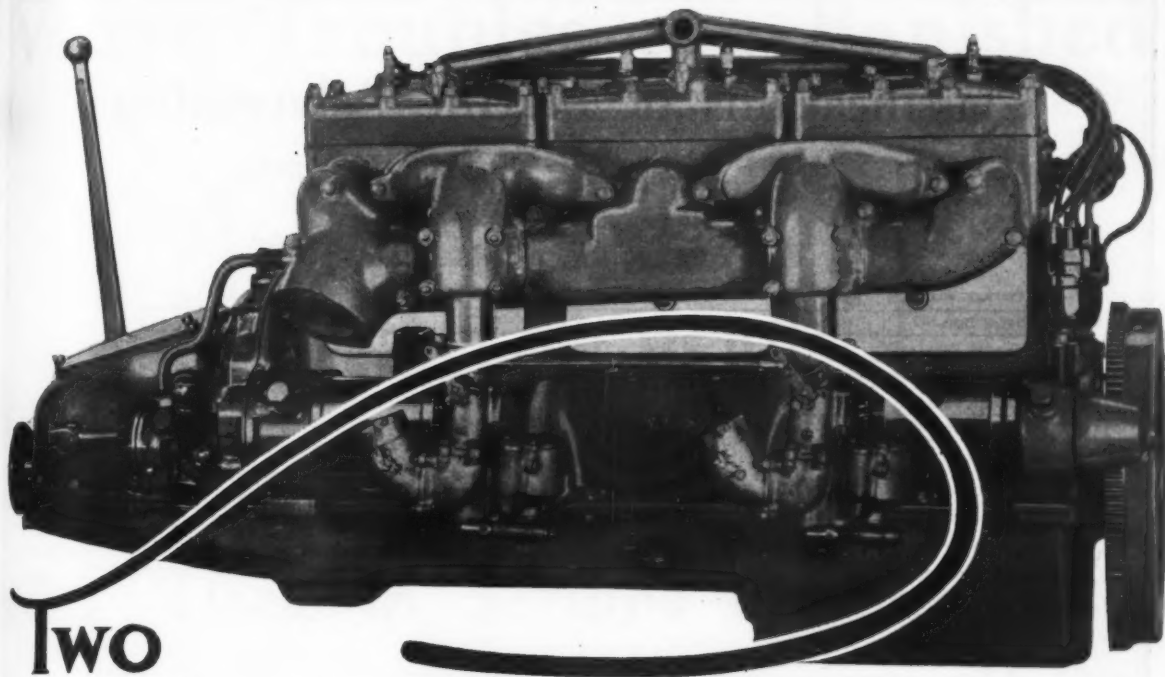
THE DAYTON ENGINEERING LABORATORIES CO.
DAYTON, OHIO, U. S. A.

Delco

STARTING LIGHTING IGNITION

WHEREVER IT MUST BE THE BEST

Advertising Index will be found on page 222



Two

ZENITH CARBURETORS

Are Regular Equipment on
SCRIPPS Junior Gold Cup MOTORS

THE Zenith Carburetor is entirely automatic in its action, and inherently correcting for all variations of temperature and fuel. There are no moving parts to affect the mixture, and, being a precision measuring instrument, it can be used in multiple as well as singly.

A Zenith furnishes just the proper mixture for all speeds, it simplifies the control, and insures fast acceleration and maximum speed without waste of fuel. That is why Zenith is standard equipment on Scripps and other high grade motors, and why *Zenith* holds so many national and international speed boat records.

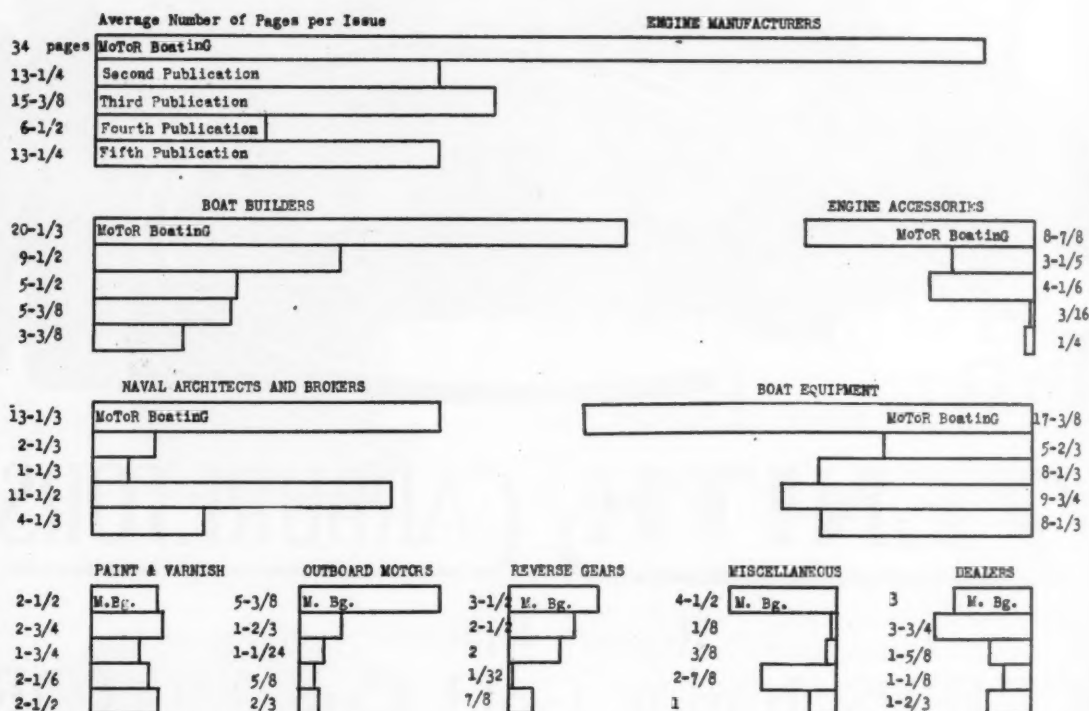
ZENITH-DETROIT CORPORATION
 DETROIT, MICHIGAN

All boats entered in the Tampa Baybie one-design class race at Tampa, Florida, were powered with the Scripps Junior Gold Cup Motor equipped with two ZENITH Carburetors.



When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

Classifications of Marine Advertising Used During 1925



THIS chart is a barometer showing the average volume of advertising per issue placed in the boating magazines during 1925 by the various branches of the marine trade. Notice MoToR Boating's big lead in all the important classes.

Nothing expresses an experienced advertiser's opinion of a publication better than the amount of space he uses, and his schedule of space is usually based upon actual consumer response to previous advertising. Look through any issue of MoToR Boating and you will find most all of the advertisements are those of firmly established concerns who have been long-time advertisers in the marine field.

MoToR Boating's big lead in circulation and the high class of readers it reaches are the underlying reasons for the greater returns it produces for advertisers.

MoToR Boating

119 W. 40th St.

New York, N. Y.

Valve Troubles are Banished

by the

GRANT HOLLOW HEAD VALVES

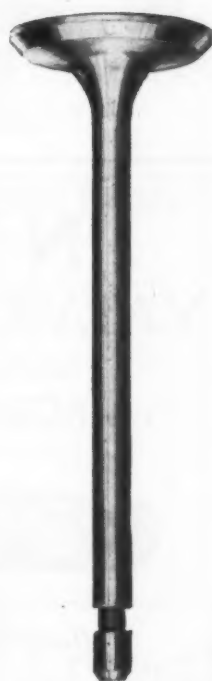
Used in Scripps Engines



THE GRANT Hollow Head VALVE marks the first real improvement made in valve design since the internal combustion engine was invented. It will not warp nor burn. It eliminates annoying valve troubles caused by warping and burning, making valve grinding a thing of the past. With a set of GRANT Hollow Head VALVES in your motor you get maximum compression, perfect combustion and 100% of power.

GRANT Hollow Head VALVES are used by Scripps and other well known manufacturers of internal combustion engines, because they have found from experience that no other valve will stand up under constant running with the throttle wide open without warping.

Write today for the cost of a set of GRANT Hollow Head VALVES for your motor, giving make and year of engine.

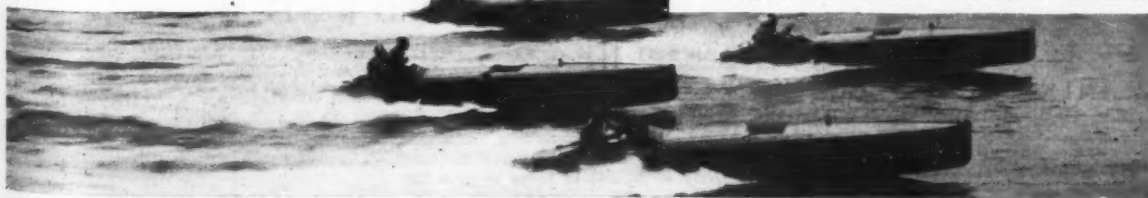


GAS ENGINE VALVE COMPANY

2900 MELDRUM at CHARLEVOIX

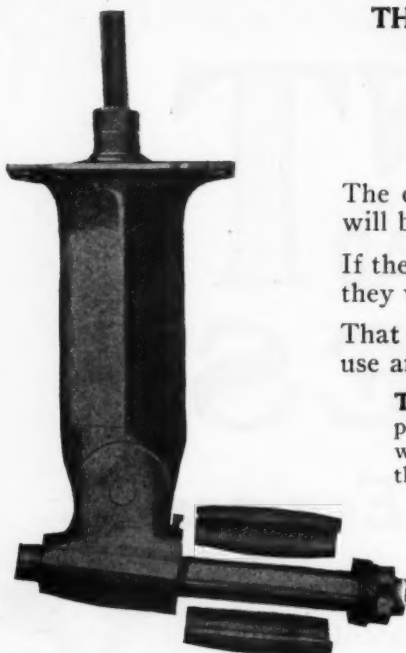
DETROIT, MICHIGAN

View of some of the ten Tampa Baybie one design class speed boats performing at the Tampa Bay Regatta. These boats are powered with the SCRIPPS F-6 Junior Gold Cup Motor fitted with GRANT Hollow Head VALVES.



When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

THE CARPENTER MARINE SPECIALTIES



G. B. C. Adjustable Strut

THE CARPENTER ELECTRIC RUNNING LIGHTS
THE CARPENTER ELECTRIC POST LIGHT
THE G. B. C. ADJUSTABLE STRUT
THE IMPROVED CARPENTER STEERER
THE G. B. C. PORT LIGHT

The care taken in the selection of equipment for your boat will bring many returns of enjoyment and satisfaction.

If the Carpenter Specialties are selected you may be sure that they will outlast the life of the boat.

That is why Hacker and Ferman and other leading builders use and recommend them.

THE G. B. C. ADJUSTABLE STRUT has been recently improved by the addition of a split babbitt lining to the bearing, which may be renewed without removing strut or shaft from the boat.

Carpenter Marine Specialties are fully described in our 1926 Catalog. Sent free to boat owners.

GEO. B. CARPENTER & CO.

200 W. Austin Avenue

CHICAGO

INTRA VALVE TAPPETS

Standard Equipment
on SCRIPPS Engines



(Indestructible Surface)

INTRA VALVE TAPPETS will withstand severe service and function reliably and continuously with durability unequalled by any other type of valve tappet. They will never wear out. A hardened and polished bevel plate of special alloy casting is securely inserted in the recessed head of the mushroom tappet. The tremendous hammering action of the cam cannot wear or loosen it.

Intra Valve Tappets are fully approved by automotive engineers and adopted as standard equipment by many of America's leading automobile and marine engine manufacturers. Furnished in oversize and standard sizes.

Write today for descriptive literature.

INTRA STEEL PRODUCTS CO.
2434 Bellevue Avenue Detroit, Michigan

MARINE INSURANCE



AN organization of specialists rendering unexcelled service to owners of Yachts and Motor Boats wherever located.

CREED & STUART, Inc.

2101-5 Washington Boulevard Building
Randolph 4687

Washington Boulevard, at State

DETROIT

There Is Distinctive Beauty In Every Line

GORDON De Luxe Cruisers are conceded to be the best all around Deep Sea Cruisers ever built. They are designed for heavy weather conditions where seaworthiness is of prime importance. Their exceptional ability in rough seas has been demonstrated innumerable times. Gordon owners have, from experience, a sense of security in their boats that the worst storms encountered cannot shake. Hundreds of letters from Gordon owners testify to this. Therefore, when buying your boat select one of actual proven performance (not a theoretical proposition that may not be all right.) But one you are sure will bring you home quickly, safely and comfortably—get a Gordon Deep Sea Cruiser.

Twenty years of constant improvement of both underbody and interior arrangement which we claim for practical purposes in either short or extended cruising are unsurpassed. A personal inspection will convince you of this. Gordon De Luxe Cruisers are equipped to live aboard all summer. They are yachty in appearance with all the niceties of equipments. They are small enough for one man to handle alone, but roomy enough to sleep four to ten people comfortably on long cruises.

Kermath six cylinder, 65 horse power motor—are Luxurious fittings and homey comforts combined with as fine a power plant as can be installed—the found in all Gordon De Luxe Cruisers.

GORDON BOAT BUILDING CO.
Greenwich, Connecticut Phone: Greenwich 200
New York Appointment phone: Slocum 1044

You may make a vital mistake if you do not personally inspect the Gordon Cruiser before making your final decision on a new boat.



Gordon Model B Deep Sea Cruiser, 35' x 9' 3". Powered with Kermath six cylinder 65 H.P. motor \$6,850.



Gordon Bridge Deck Deep Sea Cruiser, made in 43' and 46' lengths with twin Kermath motors \$15,000 and \$18,000 complete.

Penn Yan Dinghies and Outboard Motor Boats

"Absolutely and Permanently Watertight"

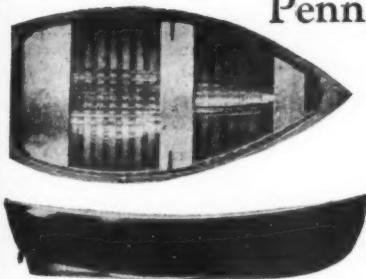
WE are specializing on the mass production of outboard motor boats and dinghies, and also build the famous Babybuzz V-bottom outboard boats which are the *fastest safe* outboard boats built. The Penn Yan Outboard Boat is attractive and durable, with more speed than usual.

Penn Yan Dinghies are light, tight, and seaworthy. *We are the builders of the Coast Guard Dinghies.*

Write for "FACTS ABOUT SMALL BOATS". It will interest you.

Penn Yan Boat Co., Inc.

PENN YAN, N. Y.



Famous Penn Yan Dinghies:
8'—Junior—Beam 42—Depth 13"
8'—Standard— " 50— " 17"
10'— " — " 50— " 17"
12'—Coastguard— " 52— " 28"

LOBEE CIRCULATING & BILGE PUMP

You can't get a better or more reliable pump than the Lobee because there isn't a better one made. It has been the World's Standard of Pump Quality for 25 years. No other pump has proven so popular in the marine trade. Simple, compact, noiseless and positive.

These pumps will outwear the engines to which they are attached.

Gear and Rotary Pumps from 3/8" to 1 1/2" suction and discharge. Different designs for various types of drive and mounting made to order.

Write today for catalog and prices
Sold by Leading Dealers Everywhere

Lobee Pump & Machinery Co.
1790 Niagara Street, Buffalo, N. Y., U. S. A.




38 Ft. 38 Cruiser


Write for BOOK of BOATS and Aquatic Sports Equipment

Cruisers
Runabouts
Sailboats
Canoes
Rowboats
Outboard Motors
Bubble Boats

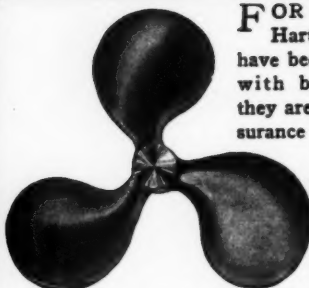
\$8,750

Deliveries June 1st
at Wilmington, Delaware

Sport's Shop
WANAMAKER'S
Broadway at 9th St., N. Y.



HARTHAN — TRUE SCREW — PROPELLERS



FOR over twenty years Harthan propellers have been making friends with boatmen because they are sold with the assurance of absolute satisfaction.

Harthan True Screw Propellers are the product of master craftsmen. More efficient, dependable or durable wheels are not made.

Harthan wheels are designed so that the greatest area is at the tip of the blade and are tapered down near the hub where the dead water collects. This design secures the maximum thrusting power. They are made of the best bronze obtainable and are perfectly balanced.

Let our engineers aid you in selecting the correct pitch and type of wheel for your boat. Use the coupon below.

MARINE EQUIPMENT & SUPPLY CO.
116 Walnut Street Philadelphia, Penna.

CLIP AND MAIL THIS COUPON NOW

water line length..... Beam.....
Construction (light, heavy, medium).....
Make of engine..... H.P..... R.P.M.....
Present speed..... Present wheel..... Present R.P.M.....
Name.....
Address.....

The Super Bear Cat



Length 50 feet, Beam 7 feet, Draft 23 inches
Seating Capacity 10 People

Belle Isle Boats

America's Finest Runabouts

NO other boat in the runabout class has been accorded the noteworthy praise the Super Bear Cat has received.

"Spend your play hours on the water"
Write or wire for particulars

BELLE ISLE BOAT AND ENGINE CO.

BUILDERS OF THE BELLE ISLE "BEARCAT"
DETROIT NEW YORK

New York Office: 1210 Equitable Life Building
393 Seventh Avenue, Opp. Penn. R. R. Station
New York Distributors for Hacker Boats

Across America by Motor Boat

(Continued from page 92)

one of the most beautiful lakes in the entire system. It is appropriately named, the shores being very rocky and wooded, and the lake itself studded with tiny islands of reddish rock much like the pepper-shaker assembly of Islands in Georgian Bay. Hundreds of summer homes are built on these islands and they are the most artistic of inexpensive structures imaginable. The whole lake is a place of beauty, peace, and human contentment—a veritable fairyland. Navigating Stony Lake would be difficult indeed but for the fact that the channels are so well-buoyed that no one but a blind navigator could get off his course. Darkness began to overtake us at Youngs Point in the Otonabee River, but we cruised on after going down the locks there, stopping for the night at Lakefield. Lakefield is only about ten miles from Peterborough, but with six locks in that distance, our anticipated run could not be completed that day.

Dropping down through the stairway of locks between Lakefield and Peterborough on the morning of September fifth, we arrived at the top of the great hydraulic lift lock near Peterborough shortly after noon. We found a group of Canadian girls who had been waiting for several hours for a boat to come along so they could see the lock in operation. They were delighted when they found we intended to lock down. We also found a welcoming committee of Peterborough citizens waiting for us at the lift lock. The group of gentlemen included A. L. Killaly, the superintendent of the Trent Waterways. A young newspaper reporter was assigned to go down the lock with us, and show us to a pre-arranged landing place in Peterborough. There, he told us, we'd find automobiles waiting, so we could join the others at the Empress Hotel. We were given no opportunity even to change our clothes, but sat down to the dinner arranged in the fashionable hotel dining room in the high boots, and rough woollens that comprised our yachting costumes. By this time, however, we had learned that in Canada men are judged by deeds and character rather than by the clothes they wear. To go into all the details of the hospitality we received in Peterborough would be too long a story. But, our entertainment there was wonderful, and gave us further insight into the splendid type of gentlemen who compose the substantial citizenry of Canada.

We were jolly well satisfied, as the Canadians express it, to be in Peterborough that afternoon. The wind blew a howling gale, and the rain came down in torrents all that afternoon, all night, and all day Sunday, September sixth. Monday morning dawned cold, foggy, and drizzly, but we shoved off down the Otonabee River. Even had the weather been favorable we'd have been compelled to spend Sunday in Peterborough, because the God-fearing Canadians consider Sunday as a day to rest—and the Sabbath is observed by the lockkeepers!

After getting down the first lock just below Peterborough, the deluge of rain that threatened failed to materialize. The weather settled down to a gloomy fog that remained with us for 22 miles down the Otonabee River into Rice Lake. While making the 12 mile run through Rice Lake the fog lifted a bit, and by mid-afternoon spots of blue sky began to appear. We lunched in the boat, cruised on into the Trent River, and covered another fifteen miles, before nightfall drove us to seek the inviting shelter of a boathouse maintained for the use of guests of a water's edge inn at Trent Bridge.

Still in the canalized Trent River we spent most of the day on September seventh making a run of approximately 40 miles from Trent Bridge to Cambellford. This may not seem much mileage for a day's cruising even with an eight knot boat, but it is impossible to hurry the process of taking a boat down a ladder of locks. I would not recommend the Trent Waterways as a cruise for anyone who is in a hurry.

(To be continued)

The Duplex Penn

Among the leading articles in the last issue of The Duplex Penn, the interesting book publication of the Enterprise Oil Company, Inc., of Buffalo, are several which describe the successful use of Duplex marine engine oils, by the fastest boats taking part in the winter racing at Palm Beach, Tampa, and Miami. Miss Palm Beach, the fast runabout of W. J. Connors, Jr., was the successful winner of the Bradley Gold Challenge Cup, and the Biscayne Baybie, driven by H. P. Prigg, was also successful in this class. These boats, as well as others, were properly lubricated with Duplex marine engine oil, and the owners report their pleasure at the results attained with this lubricant.

36 New Zealand Launches "Beaver Powered"!

St. Marks Bay, Dorsetshire.
ESTABLISHED 1893
Peter A. Smith
MECHANICAL ENGINEER AND IMPORTER
OFFICES & SHOWROOMS: 6 Essex Street, N. Y. (Phone 1551)
BOATYARDS: St. Marks Bay, Dorsetshire (Phone 262)
AUCKLAND, September 16th, 1925

BEAVER MANUFACTURING CO.
Dear Sirs,
I feel it my duty to write you re Beaver Engines which I have been selling for Marine purposes here in New Zealand for the past 12 years. We have never had a serious breakdown in any of the Engines during the whole time. They have been used for working heavy towing Launches, and for many purposes for which they were never built. They have in every case given unbounded satisfaction, and Marine men here are awaiting the arrival of the new Marine Beavers with the greatest confidence. We have 36 Launches, including pleasure and working launches, equipped with the engines here, some running day and night, and all working better than any other make.

Yours truly,
Peter A. Smith

ALPHA MOTORS
HEAVY DUTY
CRUISE OIL ENGINES

Off in Auckland, New Zealand, Beaver Marine Engines give the same dependable, long-lived service.

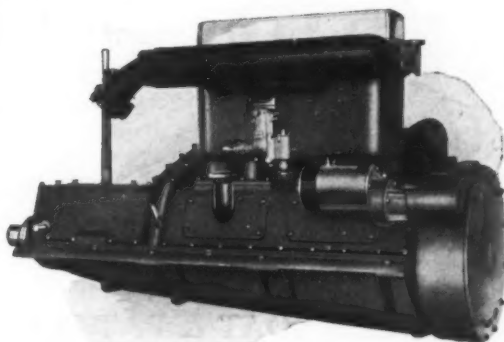
Thirty-six of them are furnishing economical power to both pleasure and work boats in this one city.

Beaver Marine Engines are tried and proven and are built to give enduring service. They are available in 4 and 6 cylinder sizes, ranging in H.P. from 50 to 225. Write for literature.

BEAVER MFG. CO.

Marine Division

Milwaukee, Wis.



for steady service
Beaver

Supreme Control Under All Conditions

THE McNAB RUDDER is a sensation in marine engine circles. Think what it means—ability to execute every maneuver without touching the engine controls! Bring her to a dead stop within her length! Full speed ahead or reverse, *without changing propeller direction* or engine revolutions! Your boat can be *turned on her axis* without going ahead or astern! These maneuvers are all simple with the McNAB RUDDER and impossible with any other rudder.



McNab Maneuvering Rudder

(Reg. U. S. Pat. Office)

Dealers in Boats and Supplies, write for Free Literature, prices, etc.

The McNab Rudder is applicable to all types and sizes of propeller-driven boats—from the small outboard motor to the ocean going cruiser or trans-Atlantic liner. Give us your propeller diameter and B. H. P. of your engine, or make of outboard motor. Immediate shipments NOW.

McNAB CORPORATION

(Sole Manufacturers)

Dept. 19 Yonkers, N. Y.

FREE INFORMATION

McNAB CORPORATION
Dept. 19 Yonkers, N. Y.

Send me Full Particulars about the McNAB RUDDER, also prices.

Name

Address

Dia. of Prop. B. H. P.



The Ruddock 32 ft. Cruiser

The Ideal Standardized Craft

\$5800 Complete

THE Ruddock 32-ft. Cruiser was developed for Florida waters and is an exceptionally high-grade cruiser. Finished in mahogany throughout. Toilet, galley, stove, cushions. Slops 4. Completely equipped and now in commission ready for service. The best proposition on the market. A 50-H.P. W. S. M. engine drives the boat 15 miles. Price holds good for 30 days only. Send for details and specifications.

When in need of expert advice or assistance on any repair work to be done, get in touch with our main yard at Greenwich, Conn., where our facilities for handling boats up to 150 ft. in length are unsurpassed in this part of the country. We carry a complete line of marine hardware, paints and varnishes. We possess a fully equipped machine shop, woodworking plant and have marine railways with ten ten derricks for heavy work. A-1 dockage facilities.

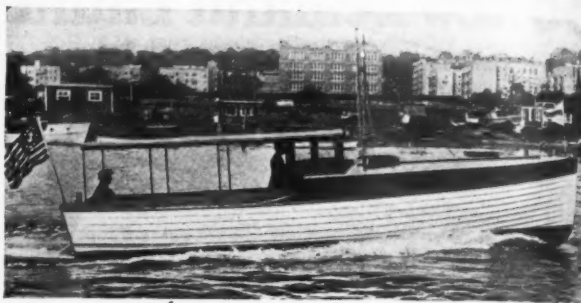
Formerly The Greenwich Yacht Yard, NOW

W. F. RUDDOCK BOAT & YACHT WORKS, Inc.

Greenwich, Conn.

New York Plant: 214th Street and Harlem River. Phone Wadsworth 3881

Phone 200



Own a "Pioneer 35"

NEW STANDARDIZED STOCK CRUISERS

A Classy, Roomy, Staunch and Seaworthy Boat
All Complete and Ready to Run for \$5,500.00

If you can not afford to buy this boat complete you can build it from our K. D. Frames and Patterns.

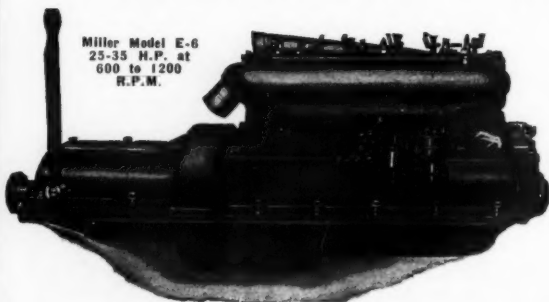
WRITE FOR SPECIAL BULLETIN NO. 35 TODAY

Pioneer Boats Can Be Seen in All Parts of the World

We also build knockdown and completed boats for all purposes up to 150 feet in length.

PIONEER BOAT & PATTERN CO., G. T. R. R. Bridge, Bay City, Mich.

Miller Motors Are Good Motors for Any Boat



Sound in Construction—

Reasonable in Price

TIME alone discloses the full value of the Miller motor. It tells the story of the inherent lasting qualities of the Miller.

There are eleven Miller models ranging from 4 to 50 H.P. You owe it to yourself to investigate the Miller, a product of twenty years' experience in building marine engines of the better class.

Write today for catalog.

MILLERS MOTOR CORPORATION

2333 North Talman St., Chicago, Illinois



Good Since
1906

GIES REVERSE GEARS

Dependability and Long Life Guaranteed

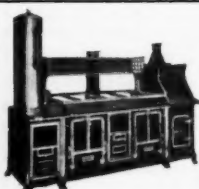
Built on a solid two-bearing sustaining frame that absolutely protects the gears and bearings from all strains. All gears are enclosed and run in oil. Smooth running, powerful and compact. All wearing parts easily replaced. Adjustment simple.

Quality Materials and Workmanship Throughout

Write today for latest prices and data

GIES GEAR CO., 441 E. FORT ST., DETROIT, MICHIGAN

Over 50,000
in use



YOU HAVE NO DOUBT NOTICED

That the most prominent Yachts are equipped with

WEBBPERFECTION Ranges

"Sequoia II," 104', R. M. Cadwalder

Elisha Webb & Son Company

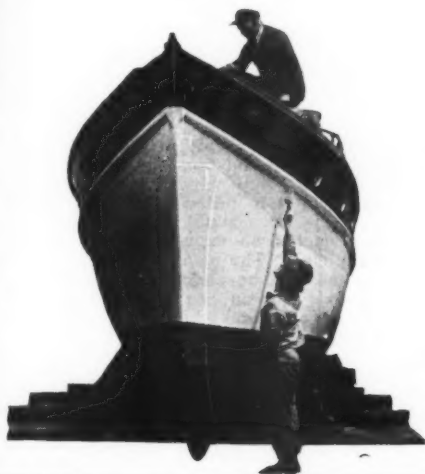
136 South Front Street

PHILADELPHIA



New Jersey's three Leaders

a full measure
of
satisfaction



"NEW JERSEY" Copper Paints an absolute protection against the barnacle teredos and vegetable growth. Very smooth and provides a fast racing bottom.

"NEW JERSEY" Ship and Deck Paint. The most satisfactory paint for use on spars, decks, floors, stairs, topsides and general woodwork. Can be used on canvas, wood or metal. Not affected by salt water spray.

"NEW JERSEY" Yacht White. The most practical finish for a yacht. Dries with a rich, velvety finish and is absolutely permanent. Can be washed and scrubbed.

Sold by all leading dealers—or write direct to us. Write for booklet—"Davey Jones' Locker"—giving valuable information on painting; sent without cost to you.

New Jersey Paint Works

Harry Louderbough, Inc.

Wayne and Freemont Sts.

Jersey City, N. J.

RAJAH SPARK PLUGS

Rajah plugs are made in all types and threads to fit every make of engine. If your dealer does not carry in stock the Particular type you want, order direct from us.

Rajah Spark Plugs are used by famous boat and automobile racing drivers.

RAJAH AUTO SUPPLY CO., BLOOMFIELD, N. J., U. S. A.
MARINE DISTRIBUTORS OF RAJAH SPARK PLUGS AND TERMINALS

Geo. M. Auten & Co., New York
E. J. Willis Co., New York
R. W. Zundel Co., New York
O. C. & K. R. Wilson, New York

Chandler & Farquhar, Boston
Rapp-Huckins Co., Boston
Geo. B. Carpenter & Co., Chicago
Henry H. Smith & Co., Detroit

Marine Equipment & Supply Co., Phila.
Gas Engine & Boat Corp., Norfolk, Va.
D. M. Jones, Elizabeth City, N. C.

RAJAH Plugs have been favorites with boat owners for more than twenty years because no other plug can stand up under the full load of a marine engine with reliability equal to Rajah. The heavy fuel charges quickly short-circuit a poorly designed spark plug, resulting in waste of fuel and loss of power.

For unprotected engines and outboard motors use the Rajah Waterproof Type Spark Plug—the only successful waterproof plug ever designed. For cruisers and protected engines, there is nothing better than the Standard Rajah Spark Plugs.



ZUNDEL BOAT SUPPLIES



Combination
Post Light; highly
polished one piece
casting \$10.00

WE carry a large and complete stock of marine supplies including everything for the boat, at prices that are so reasonable as to make it economical for boat owners everywhere to purchase their needs here. Mail orders are promptly filled.

Send today for illustrated catalog and price list



Schwarz
Electric Marine
Horn
Price, \$8.50
Polished Brass
Height, 10 in.

R. W. ZUNDEL CO., INC., 1 Block from South Ferry
47 Whitehall Street—2 Front Street—New York, N. Y.

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

PEERLESS MARINE ENGINES

4 and 6 cyl. models
50 H.P. to 175 H.P.

Medium Duty

Semi High Speed

Send for Catalog and Price List Today

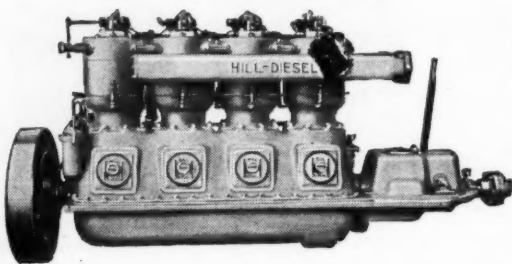
Peerless Marine Motor Company

2160 Niagara Street

Buffalo, N. Y.

HILL DIESELS

Four Cycle
Sizes from 6 H.P. up



The Simplified Diesel. Fire hazard eliminated. Cuts fuel cost to less than half a cent per H.P. hour. No pressures outside the cylinders.

Ask for Bulletin 31

New York Office, 51 East 42nd St.

Boston Office, Minot & Olsen, 88 Broad St.



Hill Diesel Engine Co.

R. E. OLDS, Chairman

Lansing, Mich.

Cable—BEMCO

LARGE STOCKS OF—

Machine Bolts	Washers
Carriage Bolts	Lag Screws
Cap Screws	Wing Nuts
Hex Nuts	Stove Bolts
Cap Nuts	Knurled Nuts

THE EVERITT COMPANY
271 FRANKLIN ST., BOSTON, MASS.

**ONLY BRASS - BRONZE
AND COPPER USED—NO IRON**
Send for Complete Catalogue

It's All Boat—Every Inch



Beautifully proportioned. Built low—hugs the water like a loon. Tapered V-bottom makes for speed, easy handling and easy riding.

Racine's Runabouts are sturdily constructed—made in three sizes—19 ft., 22½ ft. and 25 ft. They're all one design—all complete. Ready to use as soon as they reach you. Immediate delivery possible.

Tell us the size you're interested in and we'll send free catalog, blue print and specifications.

RACINE BOAT COMPANY
1809 HOLBORN STREET, RACINE, WIS.

There's Nothing To It

(Continued from page 28)

headed into the wind. As we near the mooring we slow down, we keep just enough speed to give us steerage way. If we slowed too much, the boat would not respond to the rudder. You stand at the wheel while I go forward with the boathook in hand. Just as we are within a few feet of the mooring I signal you to stop; then it is my job to reach over and hook up the mooring. If we have miscalculated and the boat has too much headway, or momentum, I signal you to reverse—to put on the brakes. Now I hook the mooring, haul it out deck, throw it over the bitt—and we are home again!

The motor is shut off, gasoline turned off at the tanks, the chart put away, the dinghy given a little more freedom; we light our pipes and sit down in the cockpit, stretch out and give thanks that we have discovered the greatest sport of all—motor boating!

Here, by way of conclusion we'll discuss a few odds and ends. And the first of these is the matter of flags. Your flag equipment should consist of (1) the flag or burgee of your club, (2) your private signal, (3) yacht ensign, (4) owner's absent flag, (5) Union Jack, (6) set of International Code flags.

On your boat there are probably three flagstays; the bow staff, a small mainmast, and the stern staff. The club flag, or burgee, is flown from the bow staff. The owner's private signal is flown from the mainmast. The yacht ensign is flown from the stern staff.

The club burgee needs no explanation. It is the mark or insignia of your club. The owner's flag, or your flag, is your own mark and can be about anything you wish to make it. The owner's flag on Sea Drift for example, is a flag with white background and a blue anchor. Many yachtsmen work their initials into the design.

Of course, an owner's flag is not essential. It is just a nice form of identification. Before you make up your design, secure a copy of Lloyd's Yacht Register, and the supplement which shows various private signals. The Register lists all private yachts, gives name of owner, advises where yacht was built, by whom, etc., etc. You will find it a very useful (and entertaining) book. Look over the private signals in the supplement and try to avoid duplication. This is not a matter of tremendous importance but it is well to give it consideration. And when you have decided upon your design, register it with Lloyd's so that it will appear in the next issue of the supplement.

The yacht ensign is flown from your stern staff; and remember this: When taking down your flags the ensign is the last to go down, and the first to go up. Eight A. M. and not a minute earlier or a minute later is the proper time to run up your flags; and sunset the proper time to take them down.

The Union Jack is flown from the bow staff on Sundays or holidays. The International Code flags are used to dress ship on holidays, regatta days, etc., etc. Never fly the jack when you are under way; nor the Code flags when under way, and when used as a decoration.

If by chance you belong to two or more yacht clubs, fly either burgee (but not both) you wish when under way. But if at anchor at one of your clubs fly the burgee of the club in whose anchorage you are.

The owner's absent flag is a small blue rectangular flag flown from the starboard yard arm of the mainmast. It is not a necessary part of your flag equipment but, in my opinion, a most useful one. For example if some friends on shore wish to visit you they can easily tell whether or not you are on board. If they observe the absent flag it will save them a long row out to your boat.

We will not go into a discussion of the use of the International Code flags because the chances are that you'll never use them except for decoration.

Equip your galley with a set of dishes and cooking utensils for use on the boat only. Don't attempt to take what is necessary from the home kitchen when you are going for a cruise because the chances are that you will leave some very necessary articles behind. And likewise, when going ashore, leave something on the boat.

When you put the boat up for the winter cover all of the cooking utensils with a layer of grease to protect them from rust. Pack these with the dishes, etc., in a box and then all is ready for spring.

Use the water in your tanks for washing, etc., only. You will find that drinking water is best kept in gallon jugs, one of which can always be kept in the ice box. We keep five of these jugs on hand.

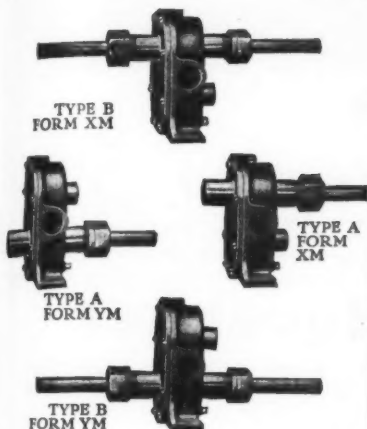
Watch the water supply. Re-fill the water tanks before

(Continued on page 116)

FOR EVERY
MARINE USE

Oberdorfer Pumps

MADE of BRONZE
THROUGHOUT



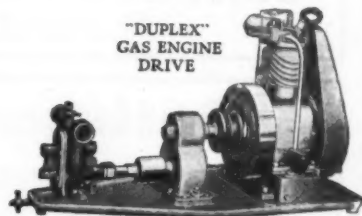
THE name "Oberdorfer" on any marine pump-circulating or bilge is your assurance of quality. Look for it when you buy a boat, point to it if you are selling. Install an Oberdorfer Pump if you are rebuilding. There are many sizes and types for various requirements.

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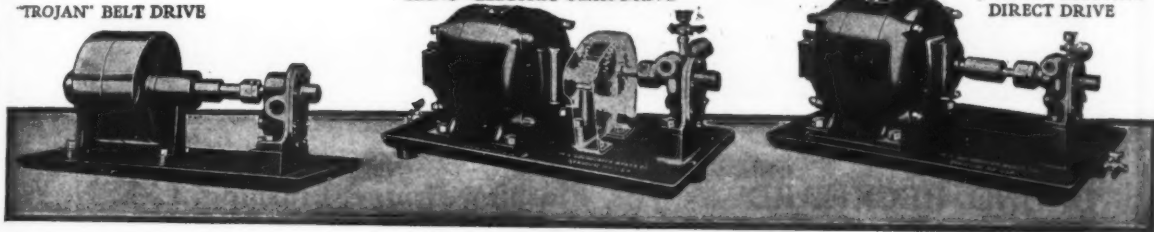


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DRIVE

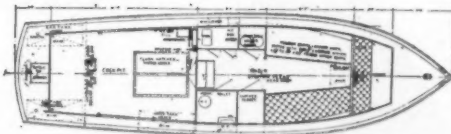
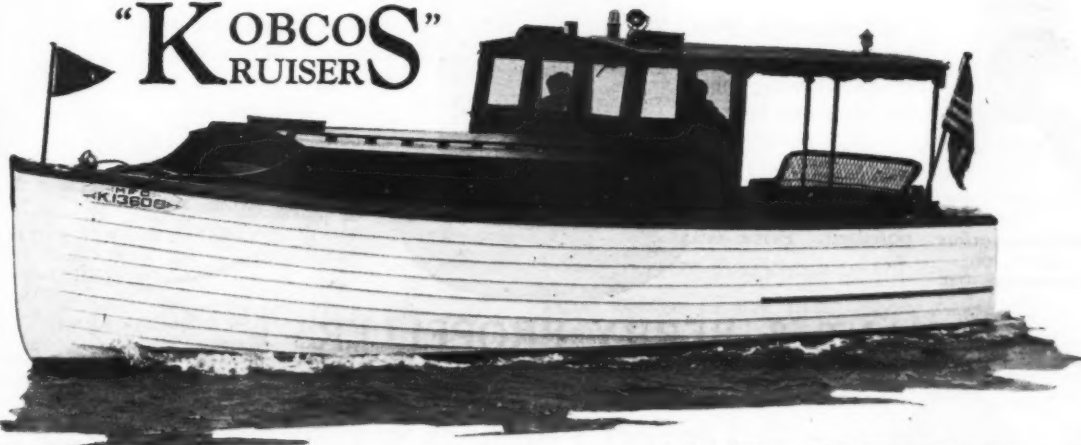
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32' long, 9' beam, 28" draft. One-man control. Sleeps four. 5' galley with sink, ice box which fills from the outside, and Prest-O-Lite stove. Large toilet with lavatory, mirror and medicine chest. Four berths, 6' 7" x 24". Clothes closet, drawers, plenty of storage space besides. 3" clear spruce keel, 3/4" cedar planking, lap strake; ribs 1 1/4" x 7/8" steam bent oak, 8" centers. Mahogany cabin and ventilating windshield with electric windshield cleaner. Trunk cabin; 6' 2" clear head room. Forward cockpit seats four persons. Hinged awning aft, for fishing, installed free of charge.

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Complete Hull, fully equipped, \$4,500

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25 M. P. H.....\$8,100	30 M. P. H.....\$8,450

Above prices afloat at Fair Haven, N. J.

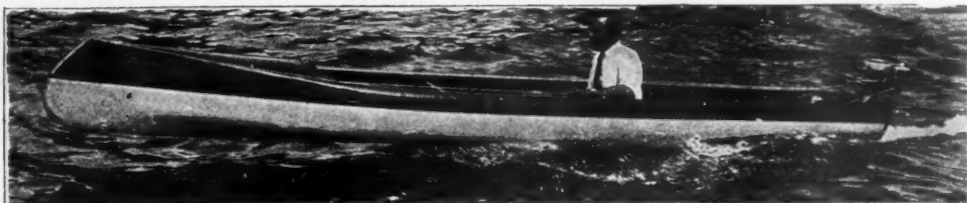
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That is making racing history. (Recently won four Florida races.)
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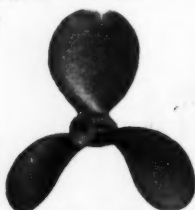
**SAFE
SPEEDY
SPORTY****Outboard Motor Headquarters**

Above—The winner at Manhasset. At right—A splendid combination, of speed and comfort. Two substantially built models for general use.

Let us show you—in the water—the boats that will give you the best results with the new Lockwood-Ash or Johnson Outboard Motors.



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Body in one piece
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For motor boats our *Compass Corrector* is just the thing. Simple to use—no knowledge of magnets necessary. Complete printed instructions with each instrument—two types, 4½" high and 9" high.

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Known the world over for quality and durability

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"We were very much elated in hauling up our Steamer the 'DAISY FREEMAN' at this time, after being almost 21 months in salt water, to find her hull in perfect shape. We feel that this perfect preservation of under water timber is due largely to the fact that we have been constant users of Woolsey's 'Best' Copper Paint."

Copper "BEST" Paint
Tungspar Varnish (Will not turn White)

Copper Oleate Fish Net Preservative
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Fire Fighting

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PYRENE MANUFACTURING COMPANY

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Improved PYRENE saves life and property somewhere every day of the year.

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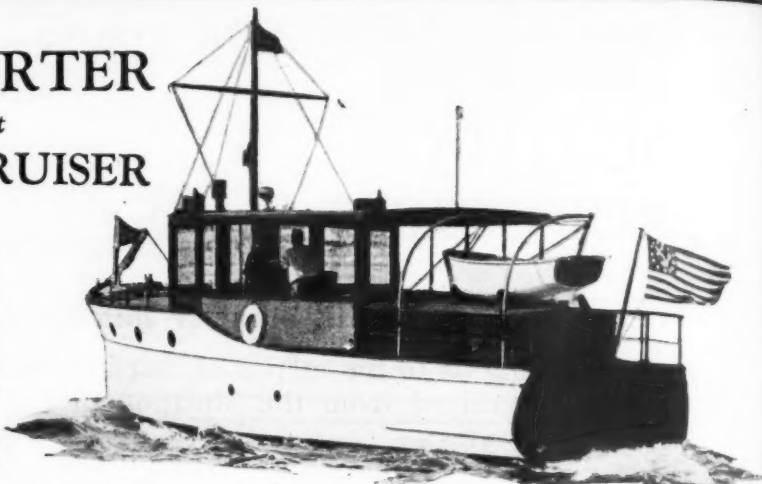
Have PYRENE at hand in case the unexpected happens to you.



DACHEL-CARTER

Forty-Five Foot STANDARD CRUISER

THE Dachel-Carter 45-foot standard cruiser offers the yachtsman something different and something better in standardized boats. A large semi-enclosed bridge deck, with standing canopy roof; glass front; side and rear curtains. The bridge is accessible to both fore and aft cabins without opening curtains or leaving shelter. The cabins have full headroom. The forward cabin has four berths, plenty of shelf and drawer room, two full-length hanging lockers and a private toilet. The after cabin is a real stateroom, having two large spring beds with drawers under, three lockers, bureau and toilet with washbowl. The galley, fully equipped and enclosed, is in the forward cabin.



In the engine room, which is under the bridge, there is a pipe berth to accommodate a paid hand if you want one. There is good headroom alongside the motors.

Several of these cruisers are now under construction for early June delivery. As the production will be limited it is essential that orders for delivery this season be placed immediately. Delivered fully equipped, ready to run. Write today for further details.

We have several 21-foot and 26-foot all-mahogany stock runabouts on hand for immediate delivery.

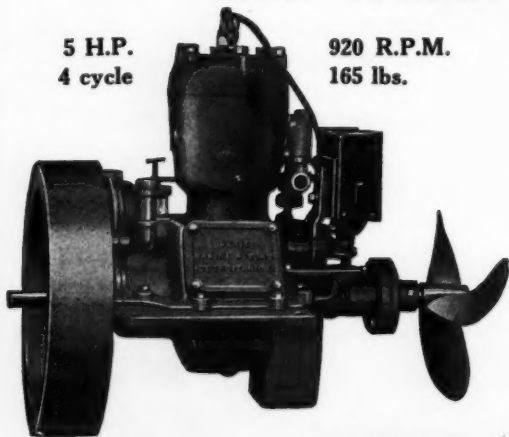
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DuBrie

The World's Flexible Motor

5 H.P.
4 cycle

920 R.P.M.
165 lbs.



IF YOU were to pay many times the price of the DuBrie marine motor you could not get more honest value for your money than you do in this powerful little motor of brute endurance. The superior quality, superior performance and power supremacy of the DuBrie are unmatched by any motor in its class. It will outlast and outrun ordinary motors by months and miles. Its easy starting and trouble-free operation, coupled with real economy in fuel, makes it the most desirable power plant for those who want to get the most joy out of motor boating.

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Advertising Index will be found on page 222

An Engine of Pleasure and Lasting Satisfaction

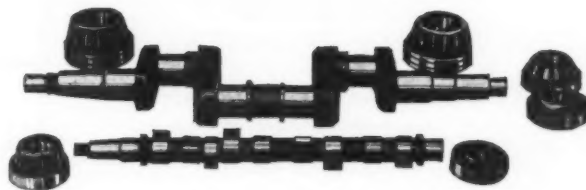
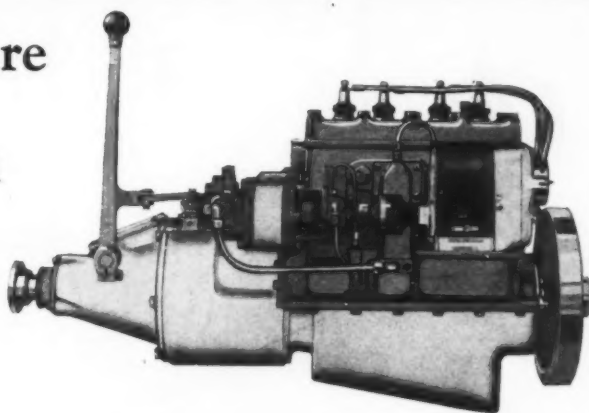
Through years of intensive study and development HALLETT small boat engines have reached a stage of perfection capable of rendering that satisfactory service which you are looking for.

The elimination of bearing worry through the adoption of TIMKEN roller bearings on crank, cam and reverse gear shafts, is only one of the many advanced engineering principles incorporated in this remarkable engine.

Catalogues on request.

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2 1/4" Bore, 2 3/4" Stroke.

10 H.P. at 2500 R.P.M.

Weight 190 Lbs.

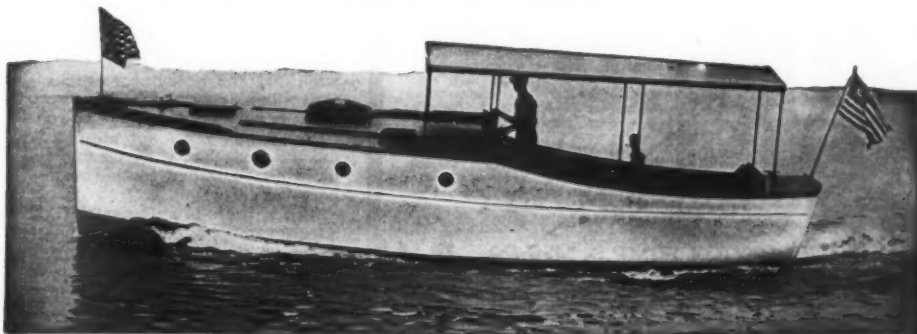
Price \$300.00 F. O. B. Factory.

The INTERNATIONAL THIRTY TWO

The First "Everybody's Motor Boat"

Raised Deck
Cruiser Com-
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for Cruise —

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Delivery from
Stock
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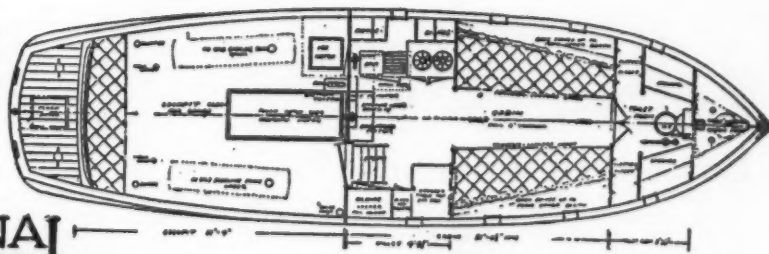


PRICES

\$3950 with Kermath 20 H.P. En-
gine, speed 10 miles per hour.

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The Best Boat Value—
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Are Finished With
SMITH'S VARNISHES
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Running water, under pressure to every part of your craft the same as in your home.

Permits the use of standard plumbing fixtures. Compact—(10"x26"x22" high)—quickly installed—quiet—economical—automatic operation from any electric circuit. An outstanding value for \$85.00 f. o. b. factory: a written guarantee.

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Boats for Outboard Motor

These boats are built in the old-fashioned strong, sturdy, Cape Cod style and will last a lifetime with good care. Seaworthy and very steady. Also row boats, sail boats and motor boats.

Cape Cod Ship Building Corporation
18 Tremont St., Dept. M, Boston, Mass.

There's Nothing to It

(Continued from page 110)

the water gets too low. Nothing is more annoying than to go out on a cruise, decide unexpectedly to have supper on board and then find only a little water in the tanks.

Even if you use your boat largely as a day cruiser keep on board a stock of emergency rations; a suitable assortment of canned goods. This is so in case you get caught in a bad storm and decide to run into a harbor for the night rather than to make the run for home. We always keep on board, independent of current supplies, cans of evaporated milk, George Washington coffee, baked beans, etc. We have found that a company in Orange, New Jersey, Purity Cross Kitchens, put up a splendid assortment of canned meats—chicken, corned beef hash, chicken a la King, etc., in small cans. I am under the impression that this company sells direct to the consumer. I may be wrong, however. At any rate, they have an assorted case that is just the thing for the boatman's emergency store.

Many boatmen throw refuse, garbage, etc., right overboard into the water. A better way to do it is to wrap the refuse in a newspaper, tie it up and throw it over at such a time as the boat is in deep water or open water. The chances are that in fifteen or twenty minutes it will sink. Do not under any circumstances throw refuse overboard in harbors or places where it will later drift or blow back on shore or bathing beaches.

A boat of all things should be kept shipshape and Bristol style. And if a little work is done every day it can be. On board a man-of-war, there is an expression *The day's work*. This refers to working up the sights to determine the ship's position, etc. On board a small cruiser there should be a day's work program. It might be something like this: First thing, look to the anchor light. Clean the glass, fill with kerosene, trim the wick. Then swab the deck, cockpit, etc. Wipe off all varnish work, clean glass in windshield, polish brasses. See that the flags are run up promptly at eight A. M. Then get out the dinghy and wipe off the hull with a sponge. Once a week scrub the hull with some good cleanser and then wipe off with the sponge. Straighten up all ropes, lines, etc. Have a place for everything on the boat and see that everything is in its place.

Follow some work program like this every day and you'll keep your little ship in first-class condition. Of course, once a week you'll want to go over your motor; see that it is oiled, clean, and also once or twice a week, examine the bilge to see that it is kept sweet and clean. One hour's work every morning, when living on board, ought to keep things right.

You may possibly find the polishing of brasses a bit irksome after a while. In my opinion there should be a minimum of brass on the small cruiser. However, there is a preparation called Escolac that helps out. Clean the brasses thoroughly; polish them well. Then wipe off carefully with alcohol. Then apply a coating of Escolac and the brasses will hold the polish for weeks. Interior brasses will hold the polish for the whole season in fact. On outside brass work it may be necessary to repeat the process occasionally.

Personally I do not mind this job of polishing, cleaning, etc. I find that it gives me splendid exercise. It has the daily dozen lashed to the mast—to use an inelegant but expressive term!

Truly, there is nothing to it! The motorist who has driven a car, can handle a motor boat. If he can understand the rules of the highway, he can understand the rules of the waterway. And of navigation, he need know but little; one or two methods of determining his position off shore, one or two methods of avoiding a sunken rock or shoal. As for handling his boat in a seaway, this knowledge comes with experience. The motorist is not likely to leave a safe and snug anchorage in the face of a storm until he knows something of his boat, any more than he is likely to attempt to drive on Fifth Avenue or on Michigan Boulevard the first day he ever drives. The same laws of common sense that govern the handling of the car, apply to the motor boat.

In your motoring experience you have, very likely, had some interesting experiences; perhaps ditched on a lonely mountain road where you had to wait for hours for a car to come along to pull you out; perhaps motor trouble that has kept you stalled on a country road for a disagreeable length of time. You may have the same experiences on the water; and these may cause some uneasiness for the time being. Very likely the first storm you ride out will make you believe it is the last storm you'll ever ride out—but when the clouds roll away, when the sun comes out warm and bright, when you hang wet garments out to dry, then the uneasiness is forgotten and life again is grand and glorious.

(Continued on page 118)



The Fay & Bowen thirty foot, double cockpit, runabout. Passenger capacity for 12 people. Powered with the Fay & Bowen model LNS-43 marine engine, 60 H.P., giving a speed of 21 miles per hour. White and mahogany or all mahogany hull is optional.

Out of the Ordinary Runabouts

THE superior construction, materials and faultless performance of Fay & Bowen Runabouts lifts them out of the class of commonplace boats. They are smooth running, able and dry runabouts fitted with refinements usually found only on the highest priced runabouts; yet, so moderately priced that they give the highest value per dollar of cost. There are four models, ranging from a snappy twenty-footer, with a speed of 14 miles per hour, to the De Luxe thirty-foot double cockpit runabout, having a speed of 21 miles per hour. Each is handsomely finished, luxuriously upholstered, salt water equipped and has an auto type of control.

All Fay & Bowen boats are powered with Fay & Bowen marine engines especially designed for each type of runabout. The engines are built in our own factory and are guaranteed by us. The Fay & Bowen warranty covers both the boat and its engine. There is no division of responsibility between boat builder and engine manufacturer.

Write today for descriptive literature of Fay & Bowen runabouts.

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104 LAKE STREET

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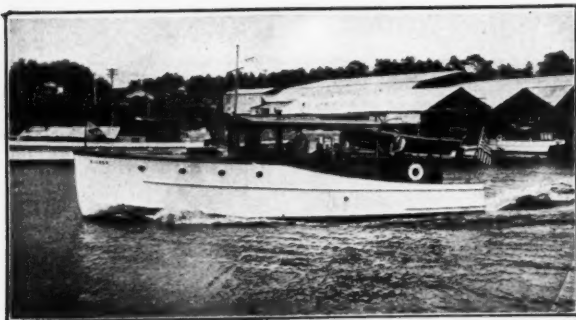
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Marine Equipment & Supply Co.

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The Fay & Bowen twenty-seven foot, single cockpit, runabout. Powered with the Fay & Bowen model LNA-42 marine engine, 45 H.P., giving a speed of 20 miles per hour. The cockpit is finished in solid mahogany.



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"Bill Junior," built by A. G. Liggett & Son Co. Owned by Mr. Dupree, Tampa, Florida. Homelite equipped.

Liggett Uses Homelite for Electricity

A. G. Liggett & Son Co., the well known boat builders of Wyandotte, Mich., in sending their order for 5 Homelite plants, say:

"Enclosed find photo of 'Bill Junior,' owned by Mr. Dupree, of Tampa, Florida, which is equipped with the HOMELITE plant.

"We have coming through 20 of these boats at the present time, and we will equip 12 to 15 of these with Homelite plants."

If YOUR BOAT is Homelite equipped, you will never have to bother with troublesome, smelly oil lamps. Your starting and lighting batteries will always be fully charged.

Write Department B5



\$195

without batteries
12-32-110 volts
600 watts

Length, 21"
Width, 14"
Height, 21"
Weight, 110 pounds

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Seattle Marine Equipment Co.,
Seattle, Wash.

There is a HOMELITE Dealer near you—let us arrange a demonstration

There's Nothing To It

(Continued from page 116)

ious. You recount the details of the storm, how the clouds gathered, how the rain fell in torrents, how the lightning flashed; you tell how you stood at the wheel and guided your little ship through it all and there comes over you a feeling of confidence in yourself and of faith in your boat; and you learn to love it.

Take care of your boat; and it will see you through stress of wind and sea and last you for many a year. Painting a hull is no job at all; scraping down some of the bright work, the varnish work, and re-finishing it is no task; keeping the bilge clean and sweet is only a matter of a few minutes' work a day; take care of these matters, just as you would keep your house painted and the interior decorated and the plumbing in order, and your boat will be just as good after ten years' use as it was the day you bought it.

A very popular type of small cruiser is called Cruisette. I don't know how many years the company making these boats has been in business, nor how many of these boats have been built and sold. But it is nothing to see in our waters a Cruisette ten or fifteen years old. Last spring I went with a friend to look over a yawl that was twenty-eight years old. Later, I looked at a schooner down off Atlantic City that was twenty-five years old; to me, these hulls appeared to be in splendid condition. Like a house, if a boat is built honestly and fairly, it will last a long time—if given care and attention. The objection I have to second-hand boats is that many owners do not care for their boats; they permit them to go unpainted; they do not repair leaks; they tire of that particular boat and offer it as in perfect condition. Take care of your boat, and then if you wish ever to sell it, you can realize a fair price.

I know you'll enjoy motor boating. It seems like a big step now perhaps, when you have never owned a boat, have never cruised. But once you have taken the step, you'll never use the car again except as a utility; or perhaps for a tour in the very late fall when the boat is put up for the winter.

One day this summer, running along the New York State Barge Canal, we tied up just below Little Falls, I think it was. We tied up there that we might waste, wisely and well, an hour or more in the Mohawk Valley—the country of Cooper and the Leatherstocking Tales.

Just beyond a narrow stretch of field we saw the highway; and motor cars were always passing. Three or four or five in a group, a lull, three or four or five more, another lull, a solitary car at fast pace, another group. Stately Pierce Arrows, at fifty miles an hour, that gave the impression of going at ten; and flivvers that went at ten but gave the impression of fifty! The Pierce Arrows carried suit cases of uniform size, protected from dust and dirt by covers, carefully strapped to carriers in the rear; the flivvers carried bags of all kinds and boxes of all kinds and these were tied with rope and string and strap, here and there and everywhere.

The little stretch of road that we could see was only perhaps half a mile long; but it extends from the Atlantic to the Pacific, from Maine to Florida. It has hundreds of arteries that feed into it and cross it and lead away from it. And what we saw on that little stretch was just what we might have seen on all stretches; an endless procession of cars hurrying along the open road, passing and repassing, running ahead, slowing down, dusty and dirty and travel-stained.

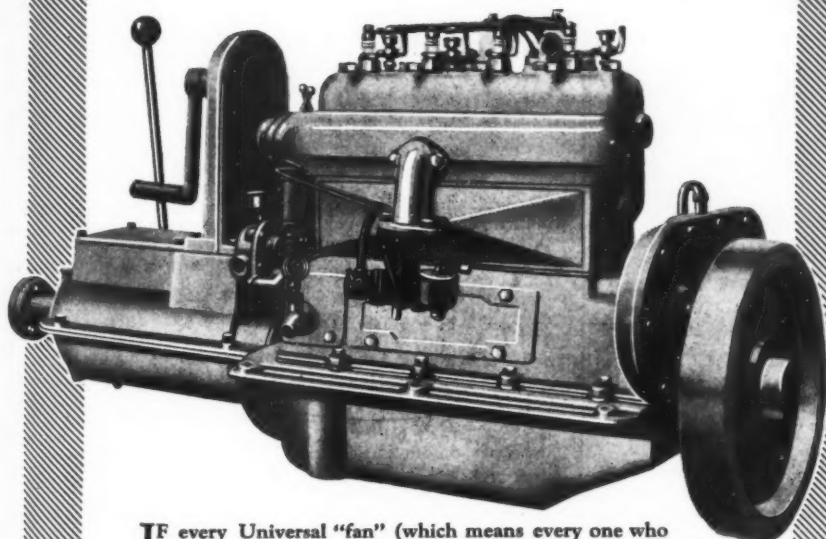
We sat in the cockpit of Sea Drift, stretched out at ease. A cool breeze came down the valley; it rippled the water, it straightened out our flags. No boats whizzed past us. We had no dirt. We had been on the road ever so many days and yet the brasses shone in the sunlight, the hull was white and clean, the decks were spotless. We could have stayed there two hours or two days; we were, in truth, on the porch of our summer cottage.

That day, had I acted on impulse, I would have gone to that little stretch of road. I would have stopped some motorist, ay, I would have stopped all motorists to tell them of the joys of motor boating. Very likely I would have cried out, "Wait a minute, you who sit under that wheel, cramped and weary, wait! You've traveled ever so many miles of dusty miles. Your hands are soiled and tired from gripping that wheel, your eyes are strained from watching the road; your clothes stick to you, oh, yes, just now I saw you pull your trousers away from your hot and sweaty body. Come with me to the water's edge! We'll slip into bathing suits and swim about in the river. And then, refreshed, we'll sit on deck and enjoy the breeze that comes cool and sweet from yonder mountain. Loaf along with us! Travel along with

(Continued on page 138)

World's Standard
For Boats Under
30 Feet

If Every Universal Booster Had to Have a Flexifour, We'd Never Catch Up!



If every Universal "fan" (which means every one who knows Universal motors) were suddenly to need a new Flexifour, it would be a wonderful—but disastrous—state of affairs!

For Universal, we sincerely believe, has so many staunch enthusiasts among dyed-in-the-wool boating folks that we could never fill the orders! Lucky for us, a large share of these good boosters are now in the owner class and can't use a Flexifour!

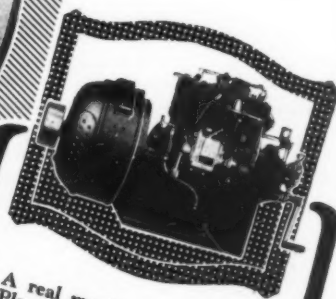
But we treasure that valuable good-will as a priceless asset. We've tried hard to earn and deserve all of it—and we believe we've earned some of it.

Flexifour for 1926, is a better motor than ever before. Its new Hand Sump Pump (for quick and easy crank-case draining), its improved carburetion, its new flexible magneto coupling, its better reverse gear, its new dial-type oil gauge, and its fine, high-lustre enamel finish—all these refinements added to the history-making Flexifour, stamp it as the finest 10-15 H. P. Marine Motor Universal has ever built. And to know what that means, just ask any owner—there's one near you!

Write for details. Mention size and type of your boat.

UNIVERSAL MOTOR COMPANY
40 CEAPE STREET OSHKOSH, WISCONSIN

(Not connected with any other firm
using the name "Universal")



A real marine-type Electric Plant line—complete in five popular sizes: 1½, 2½, 4, 7½ and 12½ K. W.—available in 32, 110 or 220 volts.

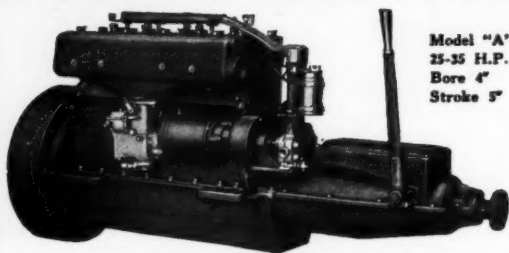
Every Universal Electric Plant may be used either with or without batteries. All are 4-cylinder, 4-cycle powered, for smoothness, quietness, and to eliminate flickering from current output.

And dependability, ease of starting, and handling are proverbial.

Write for full details.
Mention current requirements.



ROBERTS MOTORS

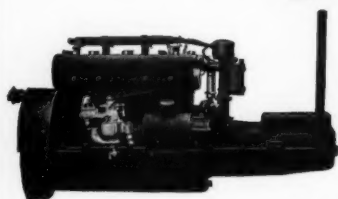
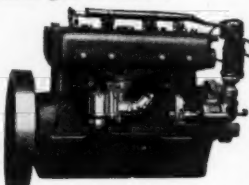


Model "A"
25-35 H.P.
Bore 4"
Stroke 5"

Price \$388.00, without reverse gear or starter.

Model "J" 16 H.P. Bore 3 1/4",
Stroke 4". The lowest priced
engine in America. Complete as
shown, \$197.00.

Interchangeable with Ford parts.



Model "R" 16-28 H.P.
Bore 3-25 3/4", stroke
4". Price complete
without reverse gear
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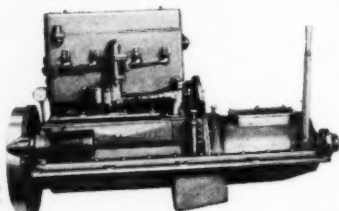
ROBERTS MOTORS
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FRISBIE VALVE-IN-HEAD MOTOR

The New Model "S"

18 to 40
Horse Power
600 to 500
R. P. M.
Bore 4"
Stroke 5"
251 cu. in.
Displacement

Write for full details
of this and other
Frisbie Motors

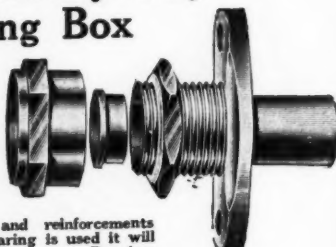


FRISBIE MOTOR COMPANY
7 COLLEGE STREET MIDDLETOWN, CONN.

Monarch Heavy-duty Stuffing Box

Size	Price
1 inch	\$5.50
1 1/4 "	6.00
1 3/4 "	7.20
1 7/8 "	9.25
1 3/2 "	12.50
1 7/4 "	17.50
2 "	25.00

Note the packing and reinforcements
throughout. If this bearing is used it will
save your hauling-out charge. Requires
no packing during the season.



Monarch Valve & Carburetor Co.
112 Front Street Brooklyn, N. Y.

Free Bottom Craft

(Continued from page 31)

the flying Navy became the youngster's natural choice. It wasn't such a very long jump, as a matter of fact, from sea-plane flying to the sort of boating he had in mind, and the knack of planing along on a delicately balanced step, with throttle in hand and just sufficient power to smoothly skim the water, brought ideas and skill that were well worth having developed. There was a game they used to play at Pensacola at the close of the war that brings it all clearly to mind. It was worth a quarter a landing and two boys would play it, sitting side by side and taking turns at the wheel as they traveled down the bay. Step landing they called it, and to win you had to fly down to the water at eighty miles or better—ample speed to send you bouncing to ten or twenty feet if you hit too hard—and hold her with a gentle push on the wheel, to leave a clean white streak without break or skip behind. It took skill and lots of practice to iron out the bounces that came from over control, and it gave one the feel of planing and balance that could never be taken away.

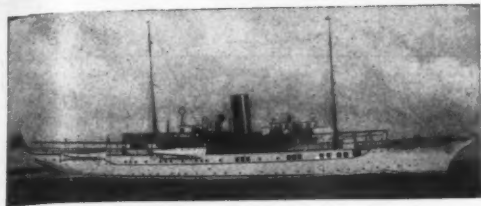
After the war and normalcy once more this boy's summers gave place to work instead of play, and air drive boats at seven miles per hour were not considered a particularly lucrative profession. Airplanes seemed a better bet for a while, with the flying background that made it simpler and more worth while, and by 1920 he had done his part to launch a new Company on its struggling way, and was carrying the burden of experimental flying of every kind. Seaplanes for the Navy took up the greater part of their time, but as the firm developed and earned its present standing, the plans for air drive boats went on, under his direction, in a quiet way. At last in 1924 there was money and time enough to start again, and the following Spring a new design by George B. Post and built by his associates in Huff Daland Airplanes, Inc., of Bristol, Pennsylvania, was auspiciously launched at Quogue, on Shinnecock Bay.

It was called Whistler, this second attempt at a Free Bottom Craft, although from the racket of still neglected exhausts on its initial trips, the Roaring Lion might have proved to be a much more descriptive title, but in spite of the noise it skimmed the flats like its feathered namesake, and proved a joy and a real inspiration from the very start. The boat showed unmistakable signs of the best airplane practice in its general design. The hull was of the customary Vee bottom type, but much wider and flatter aft, and trussed at the critical points in the usual sea-plane manner, a method of obtaining lightness with strength which flying construction requires. The bottom was double, and the planking laid at thirty degrees with fabric and marine glue between, and the whole surface copper riveted together. A Curtiss motor of ninety horse-power was unanimously chosen, after a careful survey of the entire automotive field, on account of its simplicity and known record for dependable performance, a record, established during the past eight years that the type has been used under actual flying conditions, which many a reputable motor car engine would be unable to surpass. It was supported on struts on the after deck, and swung an eight foot walnut propeller, completely protected by heavy wire screen, while the usual type of automobile radiator supplied cooling without taking the risk of salt water corrosion, and the danger and frequent possibility of fouling from sand and mud.

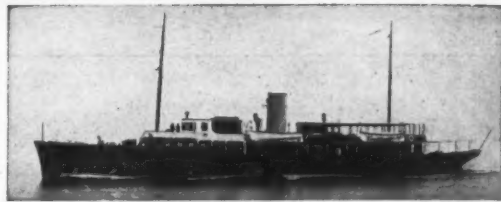
Probably the airplane type of rudder was the most interesting feature of the design, for the steering problem presented the only obstacle to a truly Free Bottom which had not been overcome in the earlier model. Hung on out riggers in the air blast of the propeller, and supported entirely above the water, it proved its advantages from the very start, and gave a light and sensitive control which is rarely approached in the usual type. Slow speed steering, with the absence of the powerful wind from the propeller, was the only condition which then left anything to be desired, and was finally responsible for the development of a combined, air and water type, which automatically shifted from one to the other as conditions required and is used with complete success, in a patented design, on the succeeding models.

A trifle under thirty was the actual measured speed, developed by the original, Whistler, during the summer of 1925, equipped with effective mufflers, and a carefully developed spray guard for the propeller, which constant use under rough and deep water conditions in Peconic Bay had shown was required; and careful checking established the fact that this speed could actually be maintained in less than three inches of water! Natural indeed were the favorable comments from the standpoint of every day use in the shoal water bays, for the unique combination of rough water sturdiness and ability to drive at motor car speed through

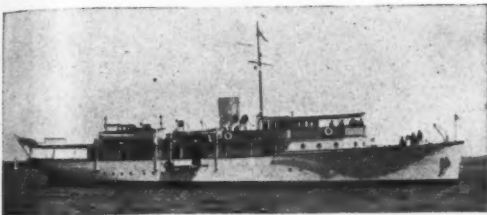
(Continued on page 138)



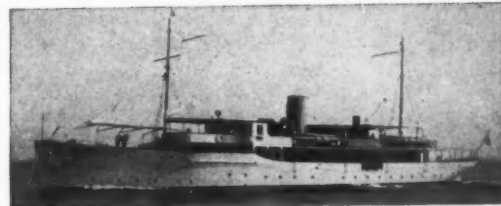
240' DIESEL YACHT WARRIOR
OWNER—HARRISON WILLIAMS



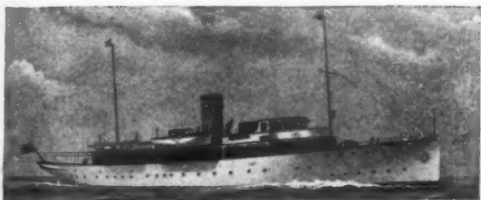
180' DIESEL YACHT DOLPHIN
OWNER—MORTIMER L. SCHIFF



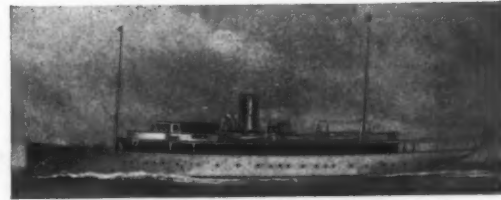
163' DIESEL YACHT NOURMAHAL
OWNER—VINCENT ASTOR



172' DIESEL YACHT OHIO
OWNER—E. W. SCRIPPS



185' DIESEL YACHT SAVARONA
OWNER—R. M. CADWALADER, JR.

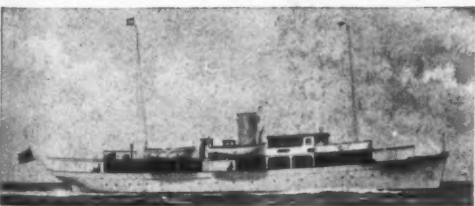


188' DIESEL YACHT ARCADIA
OWNER—GALEN L. STONE

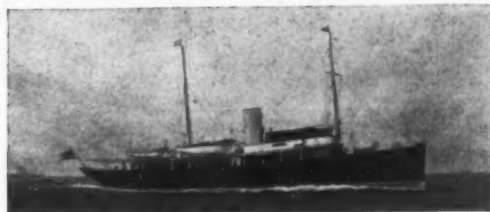
DIESEL YACHTS

RECENTLY
DESIGNED BY

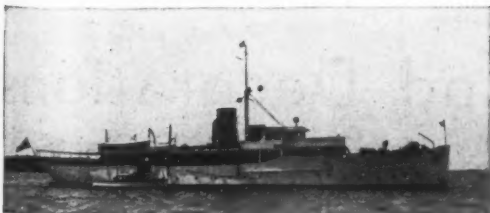
COX & STEVENS



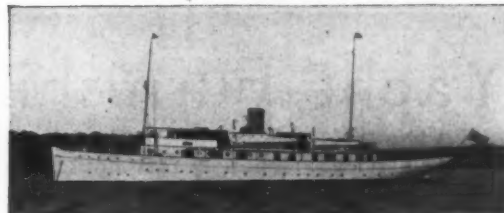
161' DIESEL YACHT ROBADOR
OWNER—ROBERT LAW, JR.



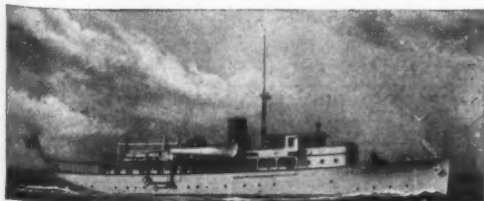
160' DIESEL YACHT PAWNEE
OWNER—H. P. BINGHAM



156' DIESEL YACHT OCEANUS
OWNER—J. W. KISER



158' DIESEL YACHT VEDETTE
OWNER—F. W. VANDERBILT



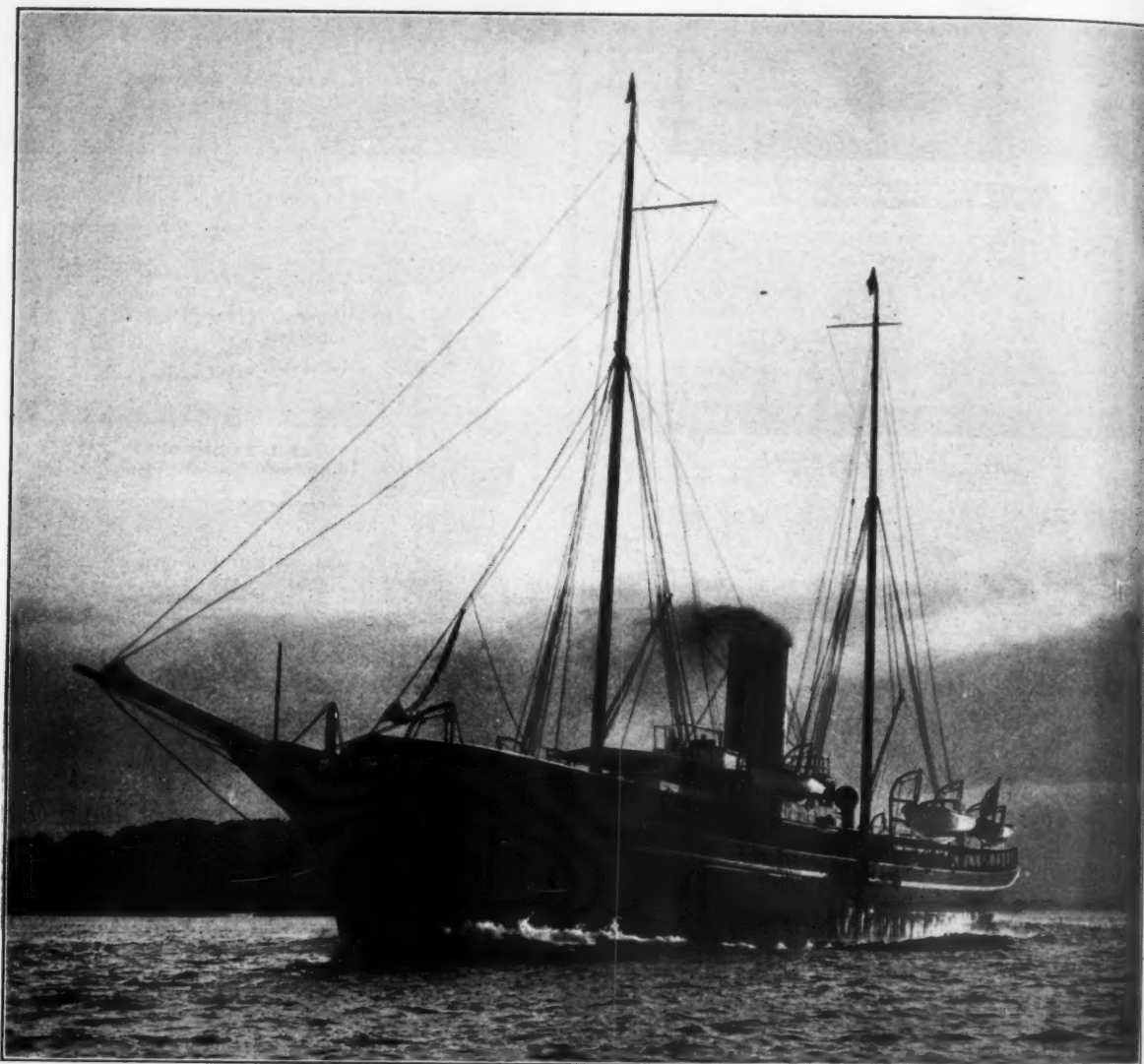
157' DIESEL YACHT CARITAS
OWNER—J. P. BARTRAM



140' DIESEL YACHT JOSEPHINE
OWNER—E. S. BURKE, JR.

New Address after May 1, 1926—341 MADISON AVENUE (corner 44th Street), NEW YORK CITY

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The Arcadia, designed by Cox & Stevens and now nearing completion at the yards of the Newport News Shipbuilding & Dry Dock Co., is being furnished by us

IRVING & CASSON — A. H. DAVENPORT CO.

573 Boylston Street, Boston, Mass.

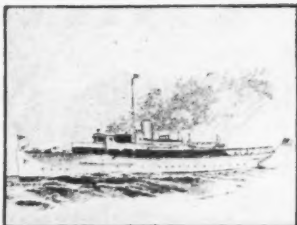
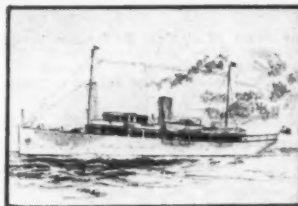
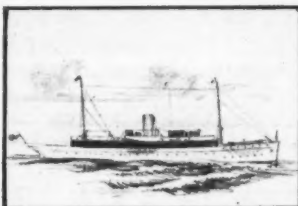
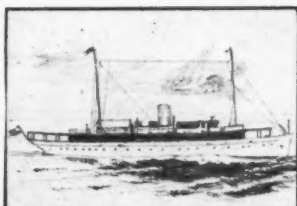
and

601 Fifth Avenue, New York

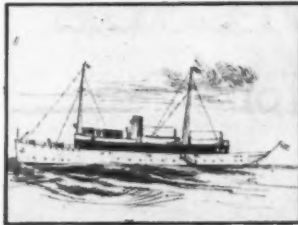
DIESELS

IT HAS been a source of pride that the owners, and Cox and Stevens, architects, gave Newport News the responsibility for building the group of five Diesel powered yachts, fully described in this magazine.

The unsurpassed facilities of this great American plant are at your command for the largest or smallest work, new construction or repairs.



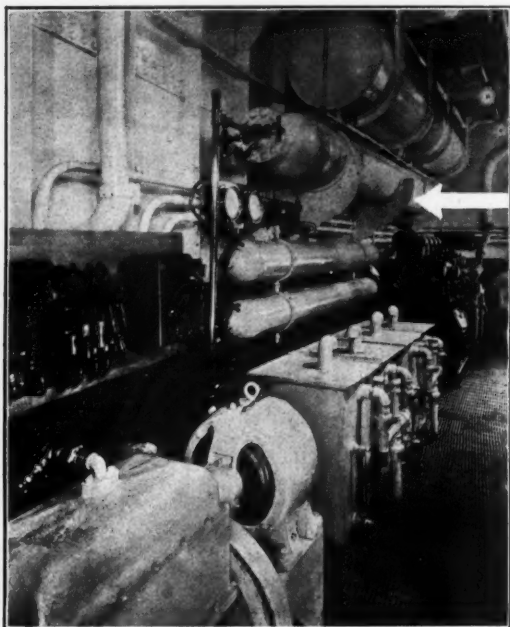
THE PAWNEE
H. P. BINGHAM, Owner
THE JOSEPHINE
E. S. BUREE, JR., Owner
THE ARCADIA
GLEN L. STONE, Owner
THE SAVARONA
R. M. CADWALADER, JR., Owner
THE ROBADOR
ROBERT LAW, JR., Owner



Newport News Shipbuilding and Dry Dock Company

Newport News, Virginia, U. S. A. - New York, 233 Broadway

ROLAND SEAMLESS STEEL BOTTLES



The engine room of a Cox & Stevens designed yacht, built at Newport News and powered with Winton Diesel Engines, showing installation of Seamless Steel Bottles for fuel injection and engine starting.

Seamless Pressed
and Drawn
High Pressure Air Bottles
As Supplied to
Diesel Engine Builders
Here and Abroad
for Many Years

ROLAND

STEEL COMPANY, INC.
114 LIBERTY ST. NEW YORK

DIESEL ENGINE PARTS

Piston Pins — Roller Plug, Push Rod
and Fuel Pump Assemblies

Also Specialists in

Hardened and Ground Automobile Parts

and

Screw Machine Products

Let our engineering department aid you in the designing and manufacturing of special engine parts. We manufacture parts for Winton and other Diesel and gasoline engine manufacturers. Our facilities are most complete for this class of work.

The Marquette Metal Products Co.

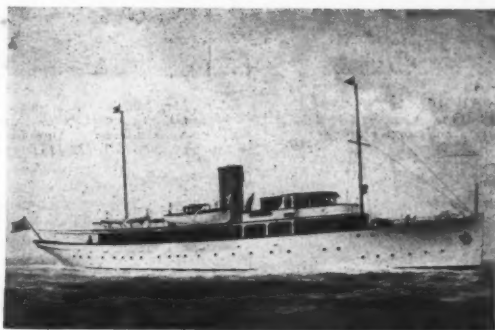
16606 WATERLOO ROAD

CLEVELAND, OHIO



"PAWNEE"—Owner, Harry Payne Bingham. Length, 160'; beam, 26'6"; draft, 11'. Speed, 14 knots. Cruising radius, 7,500 miles. Power: Winton Diesel engines, twin screw, total 900 H.P.

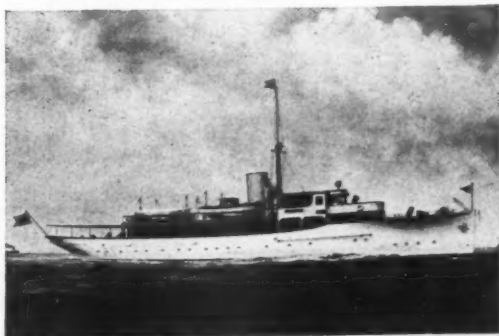
"ARCADIA"—Owner, Galen L. Stone. Length, 188'; beam, 27'6"; draft, 10'6". Speed, 16 knots. Cruising radius, 9,000 miles. Power: Winton Diesel engines, twin screw, total 1,600 H.P.



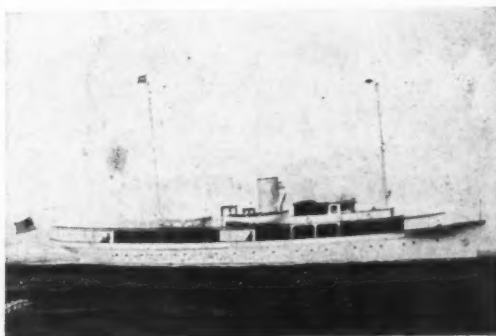
"SAVARONA"—Owner, Richard M. Cadwalader, Jr. Length, 185'; beam, 27'; draft, 11'. Speed, 16 knots. Cruising radius, 9,000 miles. Power: Winton Diesel engines, twin screw, total 1,600 H.P.

OUTSTANDING DIESEL YACHTS of 1926

These yachts exemplify all that is latest and best in modern high class yacht construction. Designed especially to meet each owner's individual requirements, they also embody the most advanced naval architecture and development of marine engineering, as well as the highest standard of excellence in every detail of construction. Main engines and auxiliaries are all Diesel engines, resulting in a cruising radius, reliability, economy in operation, and low maintenance cost, heretofore considered impossible. Compactness of the machinery permits greater accommodations and comfort. The character of service rendered by Winton Engines in boats of this type shows conclusively that you are assured of the utmost possible degree of comfort and dependable economical propulsion, when your yacht is powered with Winton Engines.



"JOSEPHINE"—Owner, E. S. Burke, Jr. Length, 140'; beam, 24'; draft, 8'6". Speed, 12½ knots. Cruising radius, 5,000 miles. Power: Winton Diesel engines, twin screw, total 550 H.P.



"ROBADOR"—Owner, Robert Law, Jr. Length, 160'; beam, 26'; draft, 9'9". Speed, 14 knots. Cruising radius, 6,500 miles. Power: Winton Diesel engines, twin screw, total 900 H.P.

All of the above yachts were

Designed by

COX & STEVENS, 25 Broadway, New York City

Built by

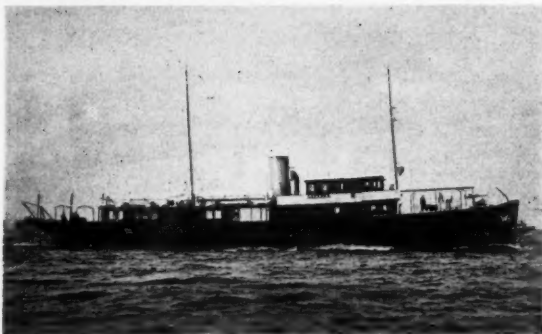
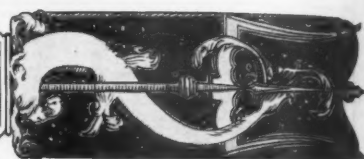
NEWPORT NEWS SHIP BUILDING & DRY DOCK CO.
Newport News, Va.

Engined by

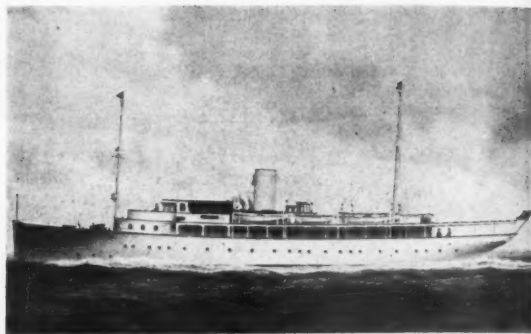
THE WINTON ENGINE COMPANY
Cleveland, Ohio



KERMATH

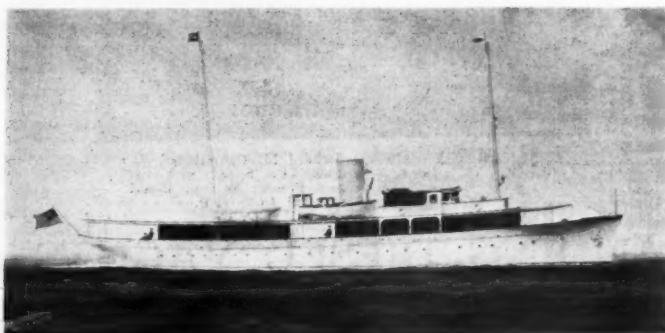


Mr. Harry Payne Bingham's Diesel Yacht PAWNEE, 160' x 26' 6". Designed by Cox & Stevens and built by the Newport News Shipbuilding & Dry Dock Co. Both owner's and crew's tenders are KERMATH powered.



Mr. Galen L. Stone's Diesel Yacht ARCADIA, 188' x 27' 6". Designed by Cox & Stevens and being built by the Newport News Shipbuilding & Dry Dock Co. Both owner's and crew's tenders will be KERMATH powered.

**Owners'
Tenders
Powered
with
50 H.P.
KERMATH
Marine
Engines**

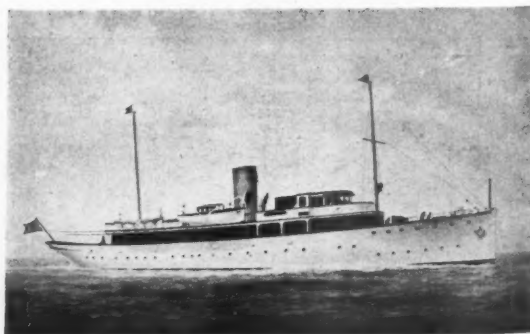


Mr. Robert Law, Jr.'s Diesel Yacht ROBADOR, 160' x 26'. Designed by Cox & Stevens and being built by the Newport News Shipbuilding & Dry Dock Co. Both owner's and crew's tenders will be KERMATH powered.

**Crews'
Tenders
Powered
with
20 H.P.
KERMATH
Marine
Engines**



Mr. E. S. Burke, Jr.'s Diesel Yacht JOSEPHINE, 140' x 24'. Designed by Cox & Stevens and being built by the Newport News Shipbuilding & Dry Dock Co. Both owner's and crew's tenders will be KERMATH powered.



Mr. Richard M. Cadwalader, Jr.'s Diesel Yacht SAVARONA, 185' x 27'. Designed by Cox & Stevens and being built by the Newport News Shipbuilding & Dry Dock Co. Both the owner's and crew's tenders will be KERMATH powered.

"A Kermath Always Runs"



BOAT ENGINES



**KERMATH**

Signal Honors Awarded

KERMATH

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Designers and builders of Diesel yachts have been unusually careful in the matter of tender power, for a poor performing tender can do much in dimming the owner's satisfaction and pleasure in his yacht. Cox & Stevens, designers of the five Diesel yachts shown on the opposite page, and other naval architects realize the importance of this and specify KERMATH power for the tenders.

We do not know of any other yacht building program equaling these five Diesel yachts designed by Cox & Stevens where one make of marine motor is used for all tenders. Certainly the selection of KERMATH'S for these boats is a signal recognition of their better qualities.

3 to 150 H. P.—\$135 to \$2150

KERMATH MANUFACTURING COMPANY

5879 COMMONWEALTH AVENUE

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50 W. 17th Street, New York City

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"A Kermath Always Runs"

**BOAT ENGINES**

Leading naval architects specify A-E-CO Auxiliaries for fine yachts

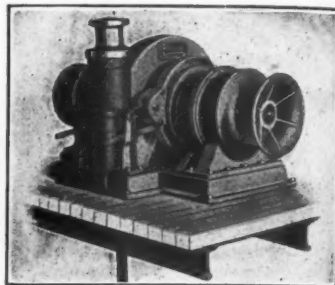
THE preference for A-E-CO Yacht Auxiliaries, shown by leading marine architects, is easily explained.

A-E-CO Yacht Auxiliaries are not only in a class by themselves as far as design and construction are concerned, but they also have the style and the distinctive beauty which should characterize every detail of a fine yacht.

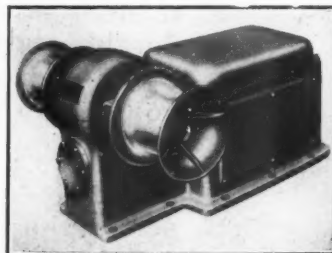
In addition to this appeal of appearance, marine architects also find many practical reasons for specifying A-E-CO Auxiliaries. These machines, being remarkably compact, take up very little of the valuable deck space. They are quiet in operation and free from vibration—a feature of especial importance on board yachts. They consume very little power. They are easy to install. And above all A-E-CO Auxiliaries are absolutely reliable.

The Pawnee, Josephine, Savarona, Arcadia and Robador, designed by Cox & Stevens, are recent additions to the long line of fine yachts equipped with A-E-CO Auxiliaries. In fact, for more than sixty years, the finest yachts designed in this country have had steerers, windlasses, hoists and other machines built in our shops.

American Engineering Company
2419 Aramingo Ave., Philadelphia, Pa.

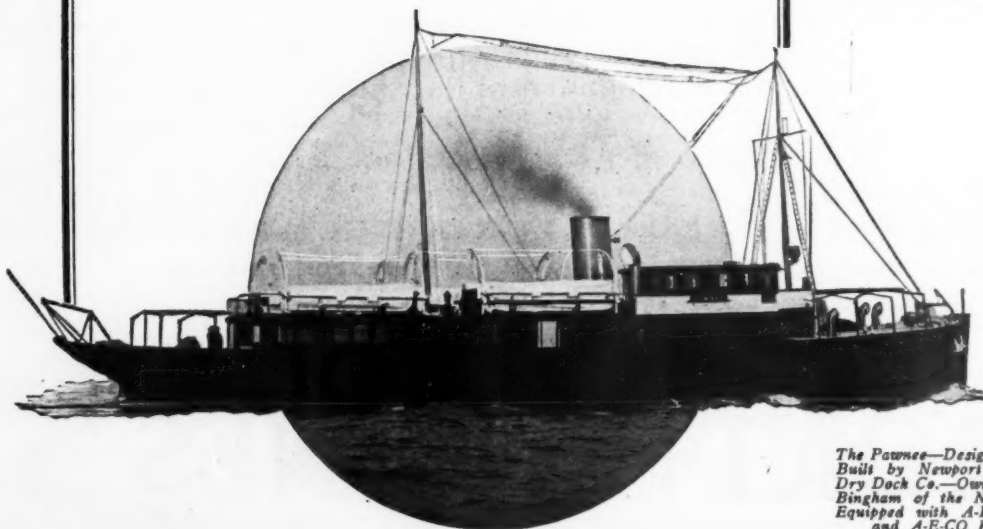


A-E-CO Electric Windlass installed on the Pawnee—a striking example of distinctive appearance and sturdy strength. Compact and quiet in operation.



A-E-CO Electric Boat Winch installed on the Pawnee, Josephine, Savarona, Arcadia and Robador, a rugged powerful little machine, pleasingly proportioned and beautifully finished.

For descriptions, illustrations, prices, etc., of A-E-CO Yacht Auxiliaries send for Yacht and Powerboat Section, Catalog 21.



The Pawnee—Designed by Cox & Stevens—Built by Newport News Shipbuilding & Dry Dock Co.—Owned by Mr. Harry Payne Bingham of the New York Yacht Club—Equipped with A-E-CO Electric Windlass and A-E-CO Electric Boat Hoist.



The sign of good quality

Marine electrical equipment identified with this symbol has "gained its sea-legs" in practically every class of service—equipment for ship propulsion and for the operation of auxiliaries. The merits of G-E Equipment as demonstrated on shipboard attest conclusively General Electric's thorough understanding of machinery qualifications for the marine industry.

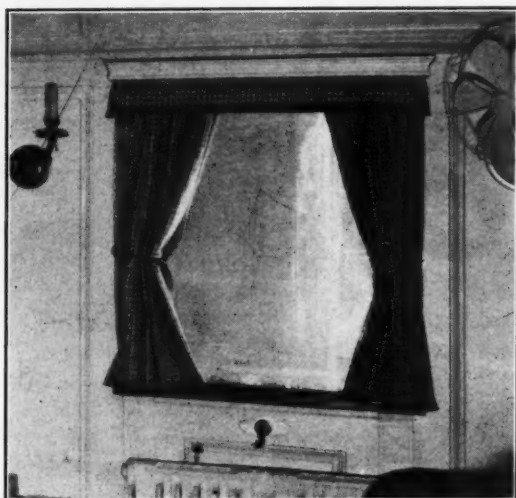
As your pioneer electrical manufacturer, General Electric has kept pace with every advance in ship design, from the smallest commercial vessels to the most powerful ships, always with a view to making more applicable the efficient use of electricity.

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The Cox & Stevens Diesel yachts, Arcadia, Savarona, Robador and Josephine are Kearfott equipped:

Kearfott windows are built to architects dimension requirements. Let us send you full details.

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Fittings Supplied by DURKEE-GUINAN Corp.

The following is a partial list of Diesel Yachts designed by Cox & Stevens and built by the Newport News Shipbuilding & Drydock Company, Newport News, Va., whose equipment included Cabin and Deck fittings furnished by the Durkee-Guinan Corporation.

NAME	LENGTH	OWNER
ARCADIA	188 ft.	Galen L. Stone, Boston
SAVARONA	185 ft.	R. M. Cadwallader, Jr., Philadelphia
ROBADOR	161 ft.	Robert Law, Jr., Greenwich, Conn.
PAWNEE	160 ft.	H. P. Bingham, New York
JOSEPHINE	140 ft.	E. S. Burke, Cleveland

The Newport News Shipbuilding & Drydock Company is only one of the many yacht builders who are purchasing Durkee-Guinan hardware and fittings with complete satisfaction.



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Kuhl's Seam Composition	Ventilators	Rowlocks
Jeffery's Marine Glue	Anchors	Whitlock Manila Rope

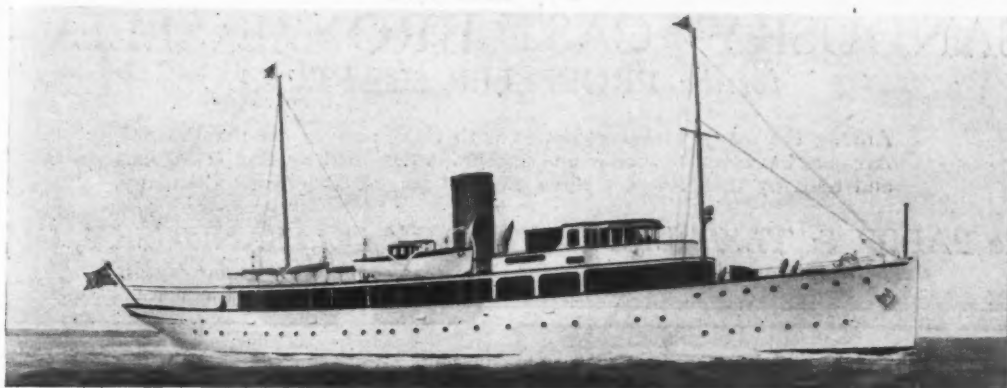
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Diesel Yacht Savarona

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IN actual service BRUNSWICK-KROESCHELL REFRIGERATING PLANTS have demonstrated their unfailing dependability, utmost economy and silence in operation. We point with pride to the selection of our equipment for the five large Diesel Yachts, Pawnee, Josephine, Arcadia, Savarona and Robador recently built or now building at the Newport News Shipbuilding and Dry Dock Company from designs by Messrs. Cox & Stevens.

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YACHT	OWNER
ABSEGAMI	Allen K. White
ALLEGRO	Col. James Elverson
ALPHA III	George Marshall Allen
ARCADIA	Galen L. Stone
ATHERO II	Jesse L. Livermore, Esq.
CAPTIVA	Harry Payne Whitney
CYTHERA	Mrs. William L. Harkness
DAUNTLESS	H. W. Hanan
EL DORADO	William Liebe
GOODWILL	Keith Spalding
GRACEWIN	Wm. H. Campbell
GADFLY	Frederick H. Rawson
IRWIN	J. H. Hielner
JOSEPHINE	E. S. Burke, Jr.
YACHT MAY	J. R. DeLamar
MIRAMAR	H. C. Coffin
MIRAMAR	J. F. Baudouine
MIRAMAR	E. M. Statler

YACHT	OWNER
NARADA	Henry Walters
ONEIDA	Wm. Randolph Hearst
	News Service
PAWNEE	W. L. Mellon
PAWNEE	Harry Payne Bingham
ROBADOR	Robert Law, Jr.
SAVARONA	Richard L. Cadwalader, Jr.
SONNICA	E. S. Burke, Jr.
STELLARIS	J. M. Schlotman
SWORDFISH	Schuyler Schieffelin
SPEEJACKS	A. Y. Gowen
SIALIA	Henry Ford
SEYON III	H. K. Noyes
SUMAR	David C. Whitney, Esq.
TAORMINA	Wm. S. Eaton
WARRIOR	Harrison Williams
WHILEAWAY	Harry Payne Whitney
ZODIAC	R. W. Johnson

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SAVARONA NENEMOOSHA

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Newport News Shipbuilding & Dry Dock Co., Builders

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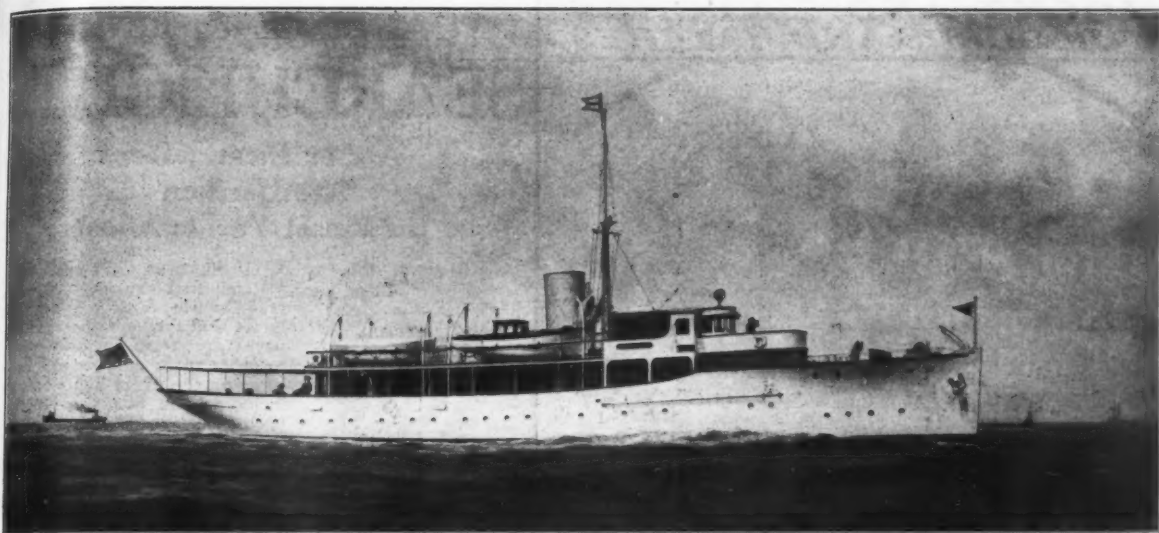
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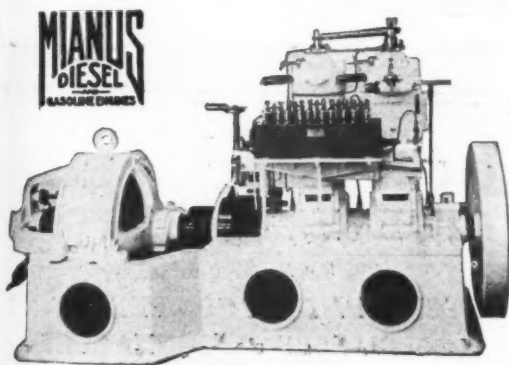
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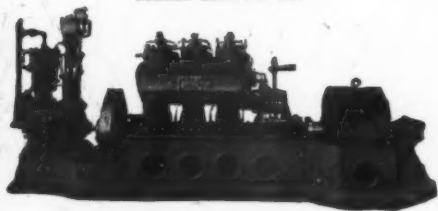
Motor Yacht Josephine, 140' x 24' x 6'
Owner, E. S. Burke, Cleveland, Ohio—Designed by Cox & Stevens
Builder, Newport News Shipbuilding & Dry Dock Company
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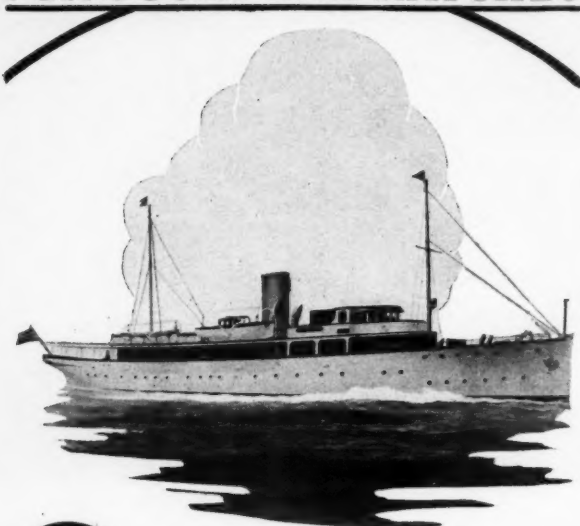
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Savarona, one of five Diesel yachts, ranging from 140 to 188 ft., being built by the Newport News Shipbuilding and Dry Dock Co. after designs by Cox & Stevens. Tiebout marine hardware is being used

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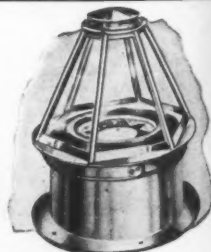
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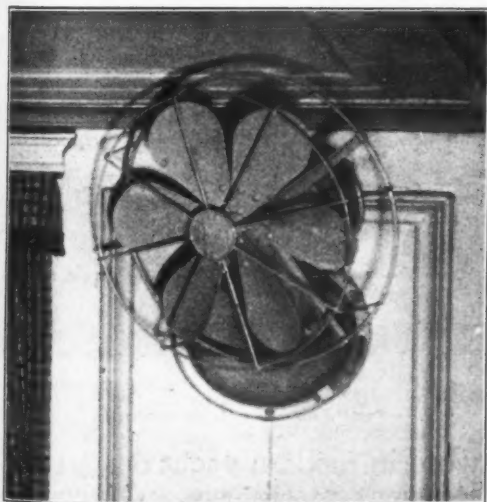
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by

MARINE

ELECTRICAL APPARATUS

Generators—Motors—Desk and Ceiling Fans
Blowers—Exhausters



Type of Diehl, three-speed, bracket fan being installed in all staterooms and cabins on the Cox & Stevens Diesel yachts. Base and motor are finished to match interior of room. All fittings are non-corrodible.

THE five Cox & Stevens Diesel yachts, Pawnee, Savarona, Arcadia, Josephine and Robador, being built by the Newport News Shipbuilding & Dry Dock Company, are being fitted with Diehl electric motor driven ventilating blowers and bracket fans.

For fifteen years Diehl has been supplying some of the largest ship and yacht builders with electrical equipment built especially for boat service. All materials used are non-corrosive and unaffected by salt air dampness.

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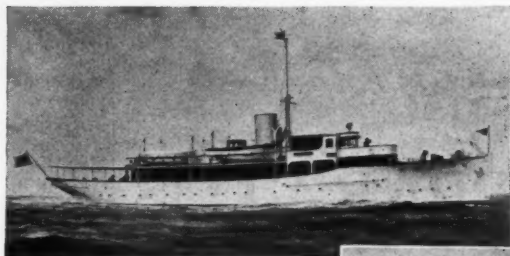
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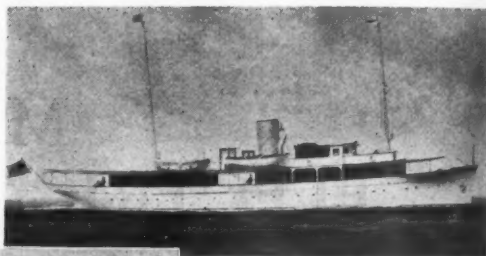
WINDLASSES

Are Used on Cox & Stevens Yachts

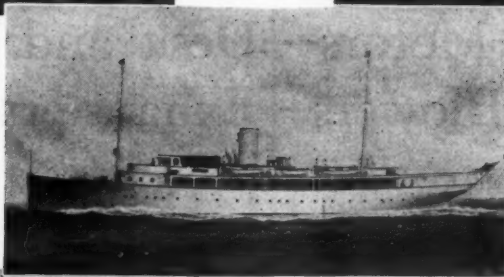


Diesel Yacht Josephine.
Length 140'. Beam 24'.
Owner—Mrs. E. S. Burke, Jr.

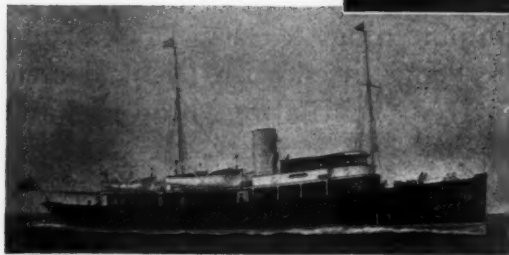
Built by
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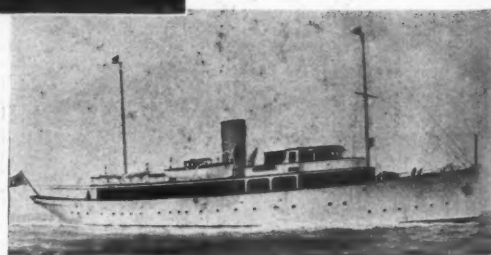
Diesel Yacht Rebador.
Length 160'. Beam 26'.
Owner—Mr. Robert L. Law, Jr.



*Diesel Yacht
Arcadia.*
Length 188'.
Beam 27' 6".
Owner Mr.
Galen L. Stone



Diesel Yacht Pawnee.
Length 160'. Beam 26' 6".
Owner—Mr. Harry Payne Bingham.



Diesel Yacht Savarona.
Length 185'. Beam 27'.
Owner—Mr. Richard M. Cadwalader, Jr.

THESE five Diesel yachts are the final word in modern yacht design and are equipped with the latest and most efficient machinery. Of course HYDE Windlasses are installed. The efficient and positive action of HYDE Auxiliary Machinery is the reason why naval architects specify HYDE in preference to other makes.

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Write for "Propeller Efficiency." It is a booklet that tells an interesting story of marine propulsion. We will be glad to mail you a copy. We will also be pleased to furnish information and prices of any of our machines upon request.

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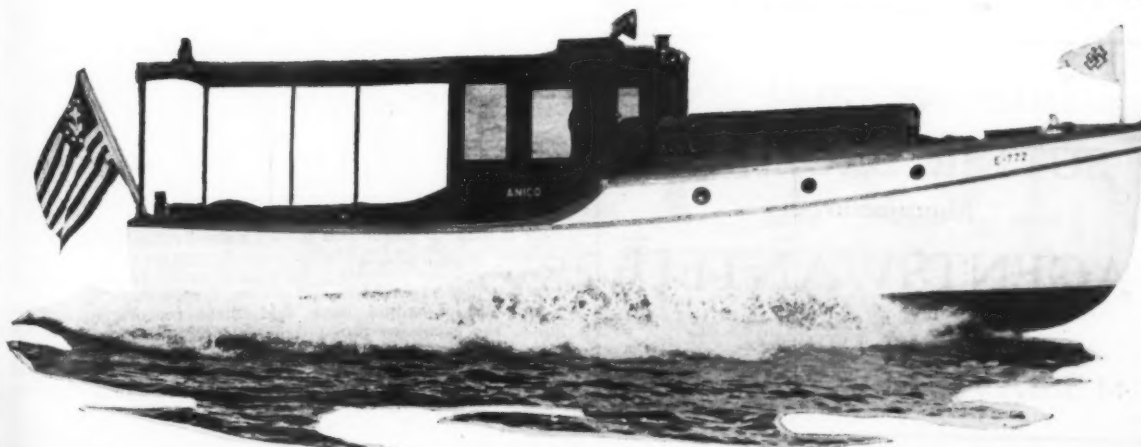
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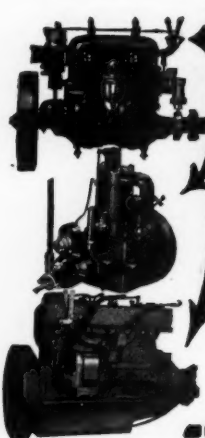
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International 16 SUTTER BROTHERS Manufacturers AGENTS WANTED

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Free Bottom Craft

(Continued from page 120)

the very center of a marsh grass shoal, or even to slide along on slippery mud alone, gave evidence of an all round usefulness which had never been approached before.

A little incident one Sunday afternoon, on Shinnecock Bay, that passed with a laugh and yet might well have been a tragedy, will always remain in my mind. There were three of us aboard, running along the fringe of the marshes and close enough to snatch a handful of grass as point after point flashed by. It was blowing a gale from the West that day, and we wanted the lee and the six inches of water instead of the deep and choppy seas outside. The queer old hulk of a sloop of bygone days lies half submerged in the grass and mud off the point at Common Meadow, and our course was carrying us into the narrow thirty-foot gap that separates the wreck from shore. We were half way through when two girls shot out from behind the reeds, paddling gayly across our path, and not until that very instant aware of our approach. In a flash it was done . . . Bob Kimes was driving, and with a wrench at the wheel he swung her over, instinctively choosing our only course, which was straight for shore!

We thought she would stick and throw us, and I braced and gripped the side, holding for all I was worth, and afraid to look before me, waiting for what was to come. I remember the Boatmeter caught my eye—it had stuck for an instant at twenty-six miles as our bottom dragged and its pressure tube filled with sand—and then we were on with a sickening thud, squirting weeds and mud from either chine as we hurdled the matted grass at the edges and slid along to a final halt some twenty feet from shore! I didn't know it was possible, and I'll never forget my thoughts as we sat there scared and a bit bewildered, but comfortably in our seats, while the motor idler quietly at our backs.

George was the first to speak. "Let's see if she'll drag herself out!" he said, in a slightly excited voice. I smiled a bit at the idea, but thought of our clothes and the slimy mud and had nothing better to offer. The crew moved aft to the point of maximum beam, while I, the lightest, ran forward in the hope of turning the bow with an oar. Bob opened the throttle wide, and I heaved away at the tuft of sod, while the others jumped and swayed, and then to my utter amazement she started; slowly at first, with little jerks that made it hard to keep one's balance, and finally with a smooth and powerful rush that carried us over the slippery grass and splashing back into the water! There were three of us who were actually there, and two others who had watched from the canoe nearby and I question if any had ever known of so strange a thing before.

Small wonder, as the facts came out, that a demand sprang up for boats of a similar type. A boat that was built from real experience in those particular kind of waters; able to run in the shallow spots where one wanted to go, yet staunch and dry enough to come straight for home through a nasty sea outside.

Slowly the ideas of all those years were developed—things that were liked and disliked were weighed against each other for beauty and practical purpose—and finally the whole story was laid before Fred K. Lord of New York City, who lent valuable assistance from his fund of fast boating knowledge, enhancing the already practical plans of Post's, and producing the clean and pleasing lines which only a motor boat craftsman can bring together. The new Whistler for 1926 has already been launched on the Delaware River at Bristol, Pennsylvania, where Huff Daland Airplanes Inc., have turned over a part of their pontoon department to the building of air driven Free Bottom Craft, and the story of her trial runs should prove of interest to every lover of boating in shallow waters.

There's Nothing to It

(Continued from page 118)

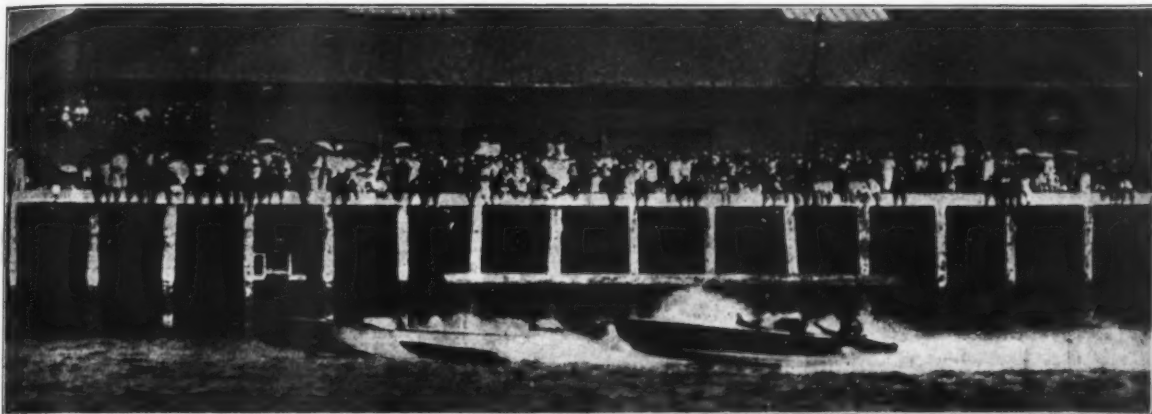
us! The river winds in and out, always cool, always quiet, always refreshing. The pace is a hard one for many days of the year; why keep it up now on these few that are given you for rest? Relax! Stretch out! Rest! What difference does it make whether you go a hundred miles today or one! Quickly enough the call will come for you to take your place again in the city's pushing, fighting crowd! So now rest that you may go back ready and strong for battle!"

Oh, yes, I would have told these motorists that and more; the great joy and peace and contentment that comes with loafing along over blue water . . . We have traveled together, you and I, from motor car to motor boat. And now we come to the crossroads, or better, a turn in the river, where you go your way and I go mine . . .

I hope we shall meet again—on blue water.



Australian Water Speedsters Win With Champions



Start of the 1926 Bennett Cup Race at Outer Harbour, Adelaide, Australia

Both "Baby Tortoise" 1926 winner of the annual Bennett Cup Hydroplane Races at Adelaide, Australia and "Whippet" which made the fastest time in one lap (42 m.p.h.) were Champion equipped.

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\$2475

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Advertising Index will be found on page 222



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25 ft. 11 in. x 6 ft. 7 in.

Double Cockpit Runabout

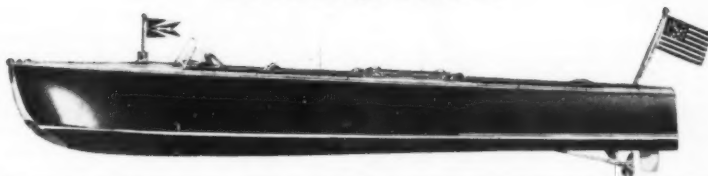
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Model 426

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Watercar

Model 826

Speed approximately
35 miles per hour

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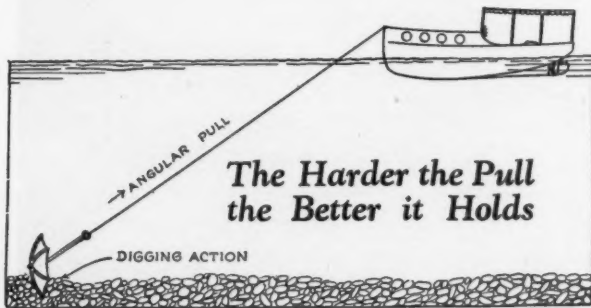
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MILLER "DIG-IN" ANCHOR and MOORING

SOME anchors are anchors in name only and cannot hold a boat in a mild seaway. The pull on the cable loosens the anchor's hold on the bottom. The new Miller "Dig-In" Anchor is designed so that every pull on the cable gives the anchor a greater hold.

The shank of the Miller "Dig-In" Anchor is swiveled in such a manner that the angular pull from the cable merely raises the shank until the cable and shank are approximately in line. The angular pull thus has no effect on the anchor's hold, and every pull serves only to dig the head in deeper.

The head of the Miller mushroom mooring and anchor is a strongly ribbed casting. The shank is forged steel. The mushroom mooring is made of black iron, and the anchor head is either black iron or galvanized. The head of the mushroom mooring is the usual bowl shape, while the head of the anchor forms a six-pointed star, so that two points, or flukes ALWAYS dig in.

Miller "Dig-In" anchors and moorings are manufactured in a large number of sizes.

Write today for descriptive literature and prices.

Manufactured by

DUBOIS IRON WORKS

805 No. Brady St., DuBois, Penna.



St. Augustine Has Regatta

(Continued from page 29)

few and far between until this year. And this year's activities are due solely to that southern sportsman, D. P. Davis who has taken an interest in the grand old city and plans to put it on the yachting map.

St. Augustine has a yacht club but just at the present time the organization is without a Club House although a site has been secured. By this time next year the city will have one of the best yacht clubs in the South. It is quite a handicap to try to hold a race meet without the proper quarters and facilities but what St. Augustine lacked was made up by the hospitality of the officers of the Club, principally Commodore Frank Nix and Commodore Taylor. These flag officers saw to it that every want and wish of the visiting yachtsmen and racing men was satisfied.

Of course Caesar F. Irsch was again at the helm and was ably assisted by officers and members of the Florida Power Boat Association, including such efficient men as Messrs. Demarest, Tissot, Kingsland, Stillson and others.

The St. Augustine races were held under the rules and sanction of the American Power Boat Association, with the exception of the class for 725 cubic inch runabouts, when the local rules of the Florida Power Boat Association prevailed.

Classes were provided for the Biscayne Babies, Gold Cup class racing for the Interstate Trophy of the National Association of Boat and Engine Manufacturers, for the 725 cubic inch Sunshine Baby class of St. Petersburg and for the Tampa Baybies.

The racing of the 725 cubic inch boats was the most spirited and most interesting of any at St. Augustine. Eight of these boats took part in the three heats for this class and from a spectator's standpoint, they made a big hit every-time they ran. Baby Hawkeye, owned by L. H. McMasters of St. Petersburg won the event, taking three straight firsts. Baby Hawkeye's best time for six miles was made in the second heat when she covered the distance in 8 minutes, 49 seconds, which is a speed of 40.8 miles an hour. Baby Hawkeye has proven to be the fastest boat in its class, racing in Florida waters, having been timed at better than 47 miles an hour in the Davis Island races at Tampa. When not pursued by ill fortune, Baby Hawkeye has almost invariably been the winner. Early this year at Dayton, Baby Hawkeye won all six events run. She won the first 725 race at Tampa and while running neck and neck with Miss Tampa, D. P. Davis' Gold Cup boat, for eight miles in the Free-For-All, she developed a leak and had to be beached. Mr. McMasters kept a crew of men at work all night so that the craft would be ready for races the succeeding day. Baby Hawkeye's exceptional speed is accredited to the design given it by Mr. McMasters, and refinements to increase the revolutions which are better than 2550. Mr. McMasters, President of the Hawkeye Realty Company is a great lover of motor boat racing and his sportsmanship either in victory or misfortune has made him highly respected among the boat owners and drivers in this section. Colonel Tooey, his driver, is constantly developing new wrinkles for increasing speed and his driving of Baby Hawkeye has gotten to be the by-word of racing drivers in this section.

Other entries in this class includes Miss Hasty owned by C. Lester Harvey, which finished in second place; Marma owned by E. K. McClintock, third; Miss Clearwater owned by W. L. Ballard, fourth; 100 Lakes, Winter Haven Yacht Club, fifth; Winter Haven, Pope and Inman, sixth; Miss Manor, O. D. Murphy seventh and Baby Subdivision, Malone Realty Co., eighth.

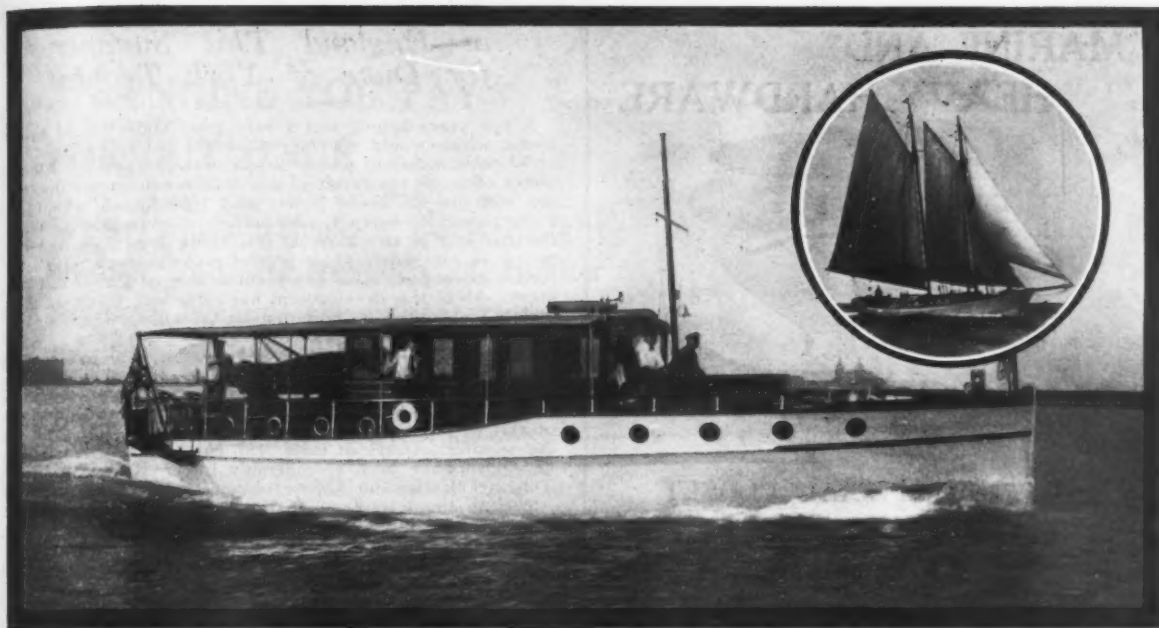
The racing of the Biscayne Babies was up to the usual standard always set by these boats. They were brought up by truck to St. Augustine from Miami and appeared none the worse for the rough passage overland. H. Paul Prigg, Secretary of the Miami Yacht Racing Association repeated his winnings at the Miami Beach Regatta by again defeating the field in three straight heats of six miles each.

Floyd Knowles driving his Biscayne Baby No. 20 finished in second place and Robert Purdy driving No. 11 was third. J. B. Tatum in No. 21 was fourth and No. 15 driven by Mr. Beadfield was fifth.

The race for Gold Cup boats racing for the Interstate Trophy was a disappointment. Three boats were entered, Miss Tampa owned by D. P. Davis and driven by Walter Burgess; Sara de Sota, owned by Forrest Adair and driven by Fred Blossom and Palm Beach Days owned by Bigelow and Wagg and driven by William Bigelow, Commodore of the Speed Boat Club.

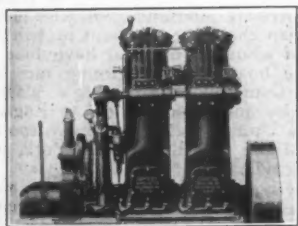
Miss Tampa was by far the fastest boat and won the first 20 mile heat with ease but in the second and third heat she

(Continued on page 150)



The "Florence V," owned by Wm. H. and C. S. Sampson, Chicago, using a 50 H.P., 4-cylinder CUMMINS Oil Engine. Insert: W. J. Herrmann's auxiliary schooner "Swastika," formerly gasoline powered and now using a 25 H.P., 2-cylinder CUMMINS Oil Engine.

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A gear with a 100% reverse speed is to the boat what four wheel brakes are to the car—greater safety and better control.

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 New York City

America and Canada to Race in England This Summer for Duke of York Trophy

(Continued from page 35)

A few years ago, it was a very good and efficient racing motor which would develop one horse power for every 10 or 12 cubic inches of piston displacement. Then the Liberty motor came, as the result of war-time requirements developing with its 450 horse power and 1650 inches, about one horse-power for every 4 cubic inches. Developments during the past year or two have cut this figure in half and the 1926 racing season should show several motors developing better than a horse-power for every cubic inch of piston displacement. All of this development has come as a result of class-racing, and putting a limitation on the allowable piston displacement of the engines.

In some respects the foreign motors have been ahead of the American in their powers, speeds, etc. This is especially true in the engines of smaller sizes. For example in the British class, known as the $1\frac{1}{2}$ liter (91 cubic inches), powers of around 100 horse power have been obtained. In the smallest American class, 151 cubic inches, the powers developed have been considerably under 100 horse power. This fact has led the American Power Boat Association and American engineers to adopt the English $1\frac{1}{2}$ liter class as a standard for this country also and to set out to develop power-plants which are at least the equal of similar foreign built units. Whether they have succeeded, the results of 1926 racing will show.

For a number of years, motor boat racing in England has been most popular among the smaller size boats and those classes limited in piston displacement to under 300 inches. Strangely enough development in America has been along larger sizes, that is 300 inches and above. So there appeared to be no common meeting ground for International contests unless yachtsmen in America or England would decide to build craft which would meet the specifications required in the other country.

Commodore Harry B. Greening of the Royal Hamilton Yacht Club of Hamilton, Ontario, for many years one of the country's best sportsmen and always a keen lover of motor boat racing among real craft, last summer announced that he would build a boat to meet the requirements of the International $1\frac{1}{2}$ liter class and would challenge for the Duke of York Trophy, the contest for which is held each June on the Thames river at London, England. Commodore Greening hoped in this way to revive International racing particularly between England, Canada and the United States, and to establish the $1\frac{1}{2}$ liter class as a popular one in this country. Commodore Greening's challenge was forwarded early this year and while it had to be made in the name of his native country, Canada, yet his many racing friends in this country, of which there are thousands, will wish him luck.

Soon after the Canadian challenge was sent in, two American yachtsmen, both of whom in the past have done much toward developing race boats and promoting race meets, became interested in Commodore Greening's plans and agreed to build boats also and to send them to England as a team representing the United States. The two sportsmen are Carl G. Fisher of Miami Beach, and New York, and D. P. Davis of Tampa, Florida.

As this is written, the boats of the two American and one Canadian challenger, are well along towards completion. Commodore Greening's boat, designed by Herbert Ditchburn and built by the Ditchburn Boat Company of Gravenhurst, Ontario, Canada, has been shipped to Commodore Greening's home at Hamilton, where her engine is now being installed. The boats for Mr. Fisher and Mr. Davis, being designed by the Purdy Boat Company of Port Washington, Long Island and building by the same concern, have their hulls entirely finished, awaiting the arrival of the engines.

The motors for the three boats are being built by Harry Miller of Los Angeles, California. They will be of the 8 cylinder type, very similar to his famous engines used in the cars at the Indianapolis Speedway races. They will be approximately 91 cubic inches in piston displacement and develop their powers at around 6,000 r.p.m.

The boats are all of the hydroplane type, the two Purdy boats being about 18 feet in length and Commodore Greening's a few feet longer.

The races are scheduled to take place on The Thames, England, June 26 and 28 and continuing every day thereafter until the boats representing one country have won two races. The course for the races will be 30 miles in length or four times around a $3\frac{3}{4}$ mile straightaway. The races will be held under the racing rules of the International Motor Yacht-

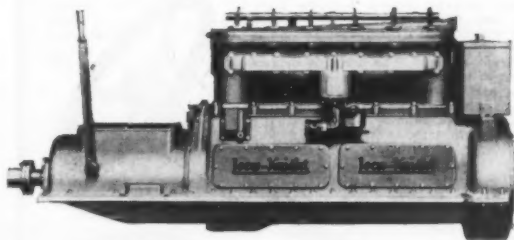
(Continued on page 150)

AN ENGINE YOU PAY FOR BUT ONCE

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On Stopping Leaks

It is often said that anticipation is the greatest enjoyment in man's mortal existence. Hence, if you can look forward to having a boat that is absolutely free from leaks this season—a boat that you need not swell tight before enjoying its use, you have thus added many fold to your actual pleasure.

There are countless thousands of boat owners who can testify to the real value of marine glue as a means for producing a boat that just can not leak. A little extra work this spring before you put your boat in the water will be repaid by a watertight boat this season, next season, and many future seasons. You won't need to make apologies. You can take your friends in your boat and they will step out dry shod. You can throw away the old dipper you used to bail her out with. You won't want it any more.

There is no secret to the process. Marine glue will do the trick. Perhaps you need a strip over a bad hull seam. A narrow piece of cotton cloth stuck tightly with this marine glue will not be seen after it has had a coat of paint. In any case, however, the addition of marine glue will act as a permanent seal against leaks. A batten screwed tightly in place with a stubborn leak even after the boat was in the water.

If you have not already done so, try the stunt this spring and enjoy a watertight boat.

A. L. Lockwood Returns from Florida

A. L. Lockwood, President of the Lockwood-Ash Motor Co., Jackson, Michigan, has just returned from a six weeks' trip in Florida and the South.

He reports a growing demand for outboard motors, and the continuance of a healthy demand for smaller inboard engines in both the two-cycle and four-cycle types. A number of dealers placed specifications for the New L A Twin Rowboat Motor, and initial shipments on these orders are going forward.

"I found, on my return," said Mr. Lockwood, "that the factory had been making real progress, both in sales and production, the orders already booked for the New L-A Twin being practically equal to the number of twin motors we shipped all last year, and the new factory equipment installed in shape to more than double our output over last year."

THE KAINER IMPROVED BOAT STEERING GEARS

ALL the latest refinements, such as the new style "finger type" spark and throttle levers, bakelite horn button and finishing collar, are found on the Kainer Auto Steerers. Designed strictly for marine use and adjustable to different angles. The drum is driven by heavy tubing inside of the main column and is securely keyed to the steering wheel hub. The wheel is fashioned out of genuine walnut with the spider inserted. Wood or metal spider is optional.

Write today for catalog and price list of Kainer Boat Specialties.

Kainer Running Lights

KAINER running lights for all classes of boats are fitted with approved fresnel lenses. The bodies are heavy cast brass and built to outlast the boat. Non-rattling glass. The Kainer line includes combination post lights for class I and II boats, combination lights for class I and a complete line of separate lights for all classes.

KAINER & COMPANY
CHICAGO

761-763 MATHER STREET



The Kainer improved type auto steerer is adjustable to different angles.

Class I Combination Post Light with Red and Green Lenses. Top screws off permitting access to bulb and wiring without detaching light from deck.

Pawnee a New Diesel Yacht

(Continued from page 23)

with attractive and livable quarters. With these requirements in mind, the length has been made 160 feet, the beam 26½ feet, and the draft 11 feet. An unusually heavy displacement has been provided with these dimensions, and the form of hull carefully selected to produce a seaworthy craft, as well as one of attractive appearance, and lines that will permit easy and economical driving.

The general type of design is that adopted in the most recent seagoing vessels; having a continuous and rather lively sheer, high bulwarks, good freeboard, a slightly raking stem and a moderate overhang aft terminating in a well modelled transom. As the owner wished the after deck to be available for trawling winches and gear it was decided to arrange for two separate deckhouses, providing open deck space between, a complete bridge deck being worked as usual. The stack is nearly amidships, two pole masts with sails are fitted, and a large upper deckhouse with navigating bridge produces a sensible able looking craft.

The entire construction is of a rugged character. The steel in the hull is in excess of Lloyd's requirements; all exposed decks and exposed woodwork are of teak. The various decks are well pillared for rigidity and to prevent vibration, and all deck fittings and gear used in the operation of the yacht are heavy and substantial.

The machinery plant, which is located approximately amidships, consists of two Winton Diesel engines of the most modern type each of which develops 450 h. p., giving a total of 900 h. p. The auxiliaries are located in the engine room proper and have been selected with the greatest care, having in mind the service in which this yacht will be employed. There are two full Diesel driven electric generators of 20 k. w. capacity each, an unusually complete equipment of Diesel and electric driven air compressors, a large electric operated Brunswick-Kroeschell refrigerating plant, a hot water heating plant with radiators in all the living spaces, a forced ventilating system operated by electricity and electrically operated pumps for usual ship's service and including fire, sanitary and bilge pumps. Electrically operated boat hoists, deck winches and anchor handling gear are provided.

With the power installed, a maximum speed of 14 knots an hour will readily be secured and for extended voyages off shore a sea speed in excess of 13 knots an hour can be maintained indefinitely. Fuel oil tanks are provided of sufficient capacity for a cruise of 6,500 miles, and fresh water tanks, cold storage space and space for stores of all descriptions are provided for corresponding trips.

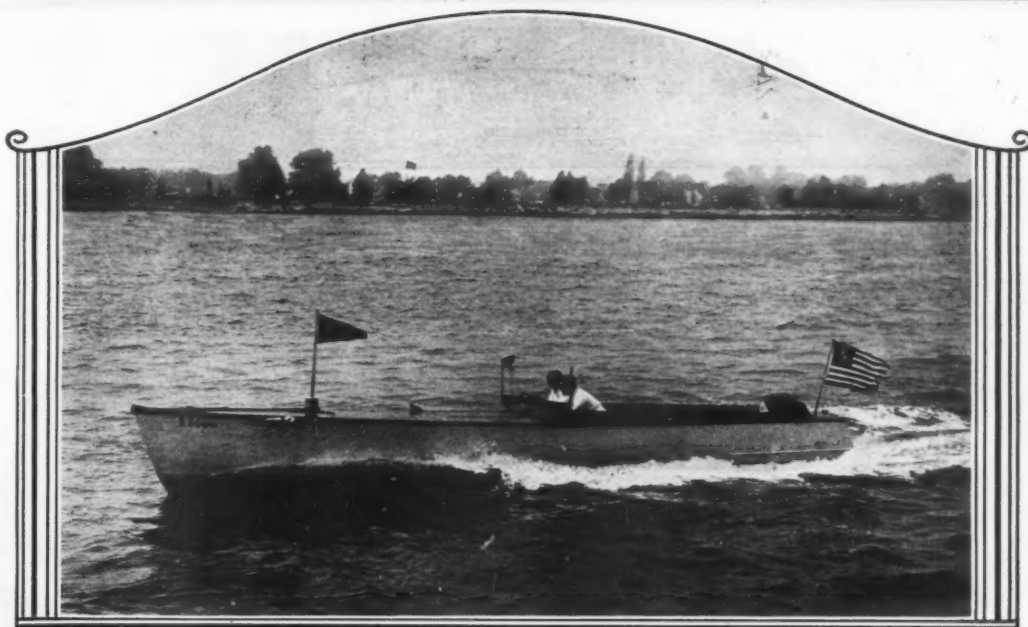
The officers and the crew are housed in the forward end of the vessel, there being an upper and a lower forecabin, the officers' quarters being on the upper and the crew's on the lower deck. The various classes of men are segregated as far as possible and have their own mess rooms and toilet arrangements. The quarters for the officers in the upper forecabin are unusually good, each room being large and well ventilated, and their mess room being attractively laid out and affording ample space for the men when off duty. On the lower deck the crew are equally well cared for, no attempt having been made to cramp their quarters which will be livable under all conditions.

On the bridge deck the boats are stowed when in heavy weather, but as they usually will be swung out ample clear deck space is provided. Forward of the stack a roomy deckhouse has at the forward end the pilothouse, and at the after end the Captain's room and bath. Two stairways lead to the upper deck aft of the bridge, one on each side.

The two steel deckhouses on the main deck are arranged as follows: The forward house, which is fitted with elliptical ports, contains a large Dining Room, Pantry and Galley. The after house, which is fitted with plate glass windows, has at the forward end the Living Room, lobby with stairs to after quarters and a deck toilet. Aft of the lobby are two separate rooms; one arranged as a Taxidermist's Room, the other as a Laboratory, both opening out into an enclosed deck shelter fitted with tanks and an aquarium.

The berth deck forward of the machinery space contains not only the crew's quarters as described above but a very large cold storage compartment, and below the berth deck level are found ample store rooms. Aft of the machinery space the entire berth deck is given up to quarters for the owner and his guests and below the berth deck are private store rooms for trunks and other belongings of those occupying the rooms in this part of the ship. The staircase from the lobby in the after house leads to a fore and aft passage on the berth deck at the forward end of which is the Owner's Stateroom. This room is unusually large, extends the full

(Continued on page 158)



What are your plans for the Summer?

VACATION TIME!
Rivers, lakes, sounds
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and countless thousands answer.

Those who know how to live—
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CHANCE TOMBOY.

This trim, graceful 32-foot run-
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daily. Men admire its mechan-
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fort. And the children
—if you want them to
enjoy the best summer



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Speed 21 miles an hour
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Write for details and
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The 24 foot Playboat
—one of our stock
models on which we
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Write for full par-
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Playboats

AN exclusive Consolidated design, the Playboat, has secured the unqualified approval of the nation's sportsmen, and has forged a new link between the large Cruiser or Yacht and the small owner-operated boat of limited range.

Playboats are ideal for all around use in numberless





waters along the Atlantic Coast and also in the Great Lakes. They are exceptionally seaworthy, dry, easy to maneuver and fast, being powered with 180 H. P. Speedway Engine, which is absolutely dependable.

The Playboat has an invitingly comfortable cockpit aft and a smaller forward cockpit; cabin accommodations for two which can be adapted for four; and workmanship and appointments of such high quality that the Playboat owner enjoys comparison with other boats in any harbor.

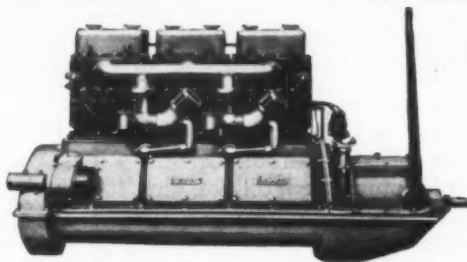
There can be no question of maximum simplicity in a 34-foot boat operated easily by a youngster, as shown in the large photograph above. In fact, anyone who drives his own car can readily master the simplified control with which these boats are equipped.

While every detail of construction embodies the skill of expert workmen, the Playboat is a stock model, built with all the economy made possible by quantity production.

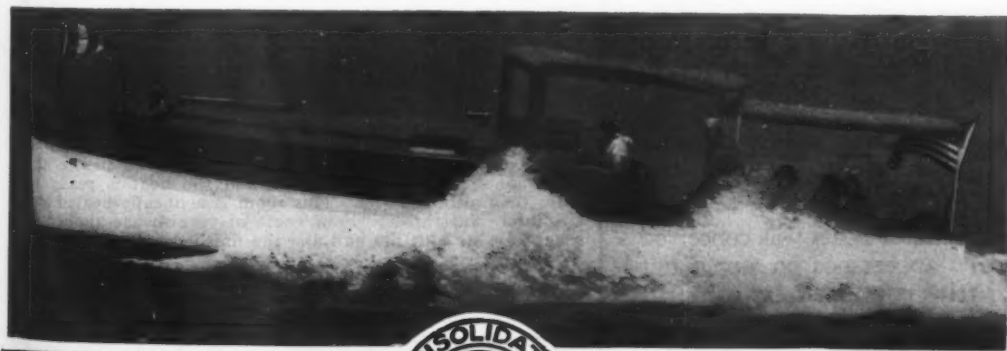
At present we can make immediate delivery on Playboats, but urge prospective purchasers to place their reservations as far ahead as possible in order to insure delivery at the desired time.

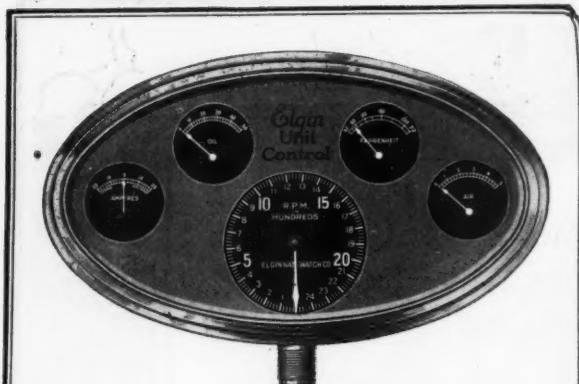
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SAFETY—PERFORMANCE— and BEAUTY

are paramount in the owner's mind, whether he is now the proud possessor of a runabout or cruiser—or hopes to be this coming season.

Elgin Unit Control insures absolute safety at all times in any type of boat. The seasoned boat owner knows that accurate, dependable knowledge of motor speed, oil pressure, motor temperature, and the rate of charge of generator means safe performance.

Beauty is cherished by those mechanically interested as well as by the feminine enthusiasts. It is so essential, that after absolute dependability in the instruments had been established, Elgin put forth every effort to beautify the assemblage.

Elgin Unit Control may be had for single or twin screw type of installation—all instruments under one glass, indirectly lighted.

Unit Control for motor boats was conceived by Elgin and its appearance on any water craft immediately puts that craft in the ultra-modern class.

ELGIN NATIONAL WATCH COMPANY
Tachometer Division

86 E. RANDOLPH ST.

CHICAGO, ILL.

America and Canada to Race in England This Summer for Duke of York Trophy

(Continued from page 144)

ing Union. They require that the competing boats, together with their engine or engines shall be constructed wholly and in every respect in the country they represent unless it is proved that no engine qualified to compete or any part of such engine, is manufactured in the country which the competing boat represents. There is no limitation to the size and type of the competing boats. The helmsman must be a citizen or resident of the country which he represents.

Besides the entries from United States and Canada, entries have also been received from France and England. The French entry is from Dr. Etchegoin and was made through the Federation Francaise de la Navigation Automobile, Paris, the name of the boat being Sidi II. The British entries include Captain Woolf Barnato's Adrenrun Minor, Miss Carstairs' Newg and Johnston Noad's Miss Betty. Other possible entries which are anticipated are from Parry Thomas, well-known British driver and holder of many world records, Malcolm Vaughan, well-known North country sportsman, and Mr. Eyston, whose boat competed in the races last year but who is fitting his boat with a new engine.

St. Augustine Has Regatta

(Continued from page 142)

was very badly handled, cutting turning buoys in each heat, resulting in her disqualification. However, it should be said in justice to Miss Tampa that her error in the third heat was due somewhat to a yacht which crossed the course just ahead of Miss Tampa and may have been responsible for her missing the buoy.

Palm Beach Days did not run at all in the second heat due to the fact that she was late in arriving at the start but ran a pretty race in the third heat, forcing Miss Tampa all the way. When Miss Tampa was disqualified for cutting buoys in the second and third heats, the race and the trophy automatically went to Palm Beach Days.

Palm Beach Days also won the 10 mile Free-For-All, the last event of the regatta. Eleven boats started in this event. Miss Tampa finished second and Baby Hawkeye third. The time in this event was the best of the entire meet, Palm Beach Days averaging 46 miles an hour for the ten miles.

Production Method in Boat Building

(Continued from page 43)

boards, and the laying of the deck; next fastenings are bunged, decks are planed, scraped and sanded and a painting crew take charge of the boat and a mahogany filler is applied to the decks.

The next wave of production includes the joinery operations, which really complete the runabout, making it ready for the finishing room. In this process, the skilled joiners install the combing, engine room, hatch frames and hatches; then comes the flooring of the forward and after cockpits, accompanied by the installation of the engine room bulkheads. The seat frames are now ready to be set up, together with the side cockpit panelling.

The cowl and instrument board are now installed at this point and the wind shield mountings are put in place. The runabout is now ready to be checked and inspected for the scratches and blemishes which might have occurred during these operations. These are carefully removed before the final mahogany filling is applied and the boat is ready to enter the finishing room. This room is artificially heated and absolutely dust proof. Four coats of varnish are applied in succession to both the hull and the finished mahogany wood work and trim.

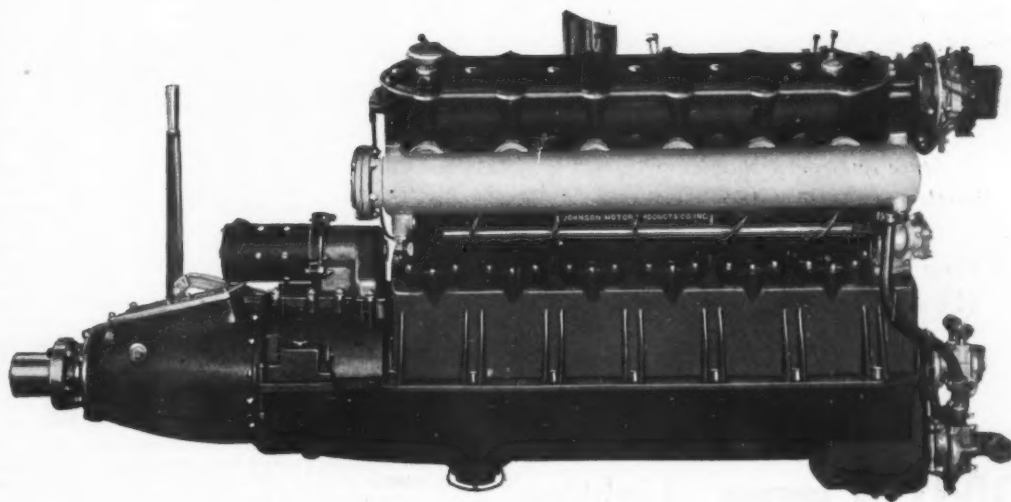
The upholstery is made in a separate building where it is put on the boat together with engine snaps and all the nickel deck hardware and fender streaks. The boat is now ready for the final operation which is the motor installation.

A crew of expert mechanics now install the motor, fastening it rapidly into place. The gasoline tanks are connected up, the shaft is lined up and the steering gear, instrument board, and engine controls are put into place.

The boat is now ready for launching and testing under the general supervision of Bernard Smith and a staff of skilled testers. Everything is checked, including alignment, rudder controls, engine revolutions and the boat is run over a measured course to see that it comes up to the guaranteed speeds and an O. K. is then attached to it, or it is brought back for adjustments or corrections.

GLOBE

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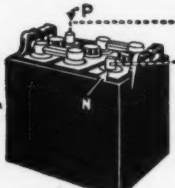
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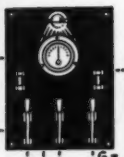
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Supplying the Whistle Pressure

(Continued from page 45)

zontal if possible, in wooden chocks faced with felt and held by iron straps drawn up with a nut. The drain plug should be at the lowest point for draining the moisture that condenses in any air receiver.

Pipe from the compressor or accumulator to the lower spud in the tank head, placing a check valve close to the tank and if possible five feet or more from the compressor, to prevent air from leaking back to the compressor. Always blow through a check valve before installing to find which way it opens. No air tank should be used without a safety valve at the tank, even if the compressor is provided with a safety. Heavy annealed copper tubing of an inside diameter equal to the pipe size of the compressor connection, and compression couplings can be highly recommended for all air piping. The tubing eliminates many screw joints and the chances of a leak at each joint. Use shellac, asphaltum or litharge in making air joints, and be sure that the joints are air tight. A leak, however small it may be, will allow air to escape and lower the pressure. After the installation is complete, test each joint with soap suds or oil, and if a leak is found, fix it. A little time spent in making tight pipe joints will save much later. Never run the air line to the whistle from the bottom of the tank, and if you would hold the pressure over night, use a globe valve close to the tank. The pressure gauge may be connected at any convenient point. For best results the air line to the whistle should be the same size as the whistle connection. It is much better to carry 75 pounds pressure on the tank and run a 3/8 inch air line to a 3/8 inch whistle than to carry 125 pounds on the tank and run an 1/2 or 3/4 inch line to the 3/8 inch whistle. It is not pressure that blows the whistle. Volume is important.

The connections are the same for either compressor or collector, and it is up to you choose, after considering the conditions. If properly cared for the collector is just as reliable and just as safe as the compressor, and in addition, is automatic in its operation, but it will smell up the engine room and the cock pit too, when blown.

W. B. M., Newburgh, N. Y.

A Compressor Outfit

THE best whistle outfit for a one man motor boat consists of an air compressor, air storage tank, safety valve, pressure gauge, and whistle. The pressure gauge and clutch control lever is located at the steering wheel, so that the pressure is under observation and control at all times. The drive from the crankshaft is arranged by means of a split pulley clamped on the flange coupling between the engine and reverse gear. A detail is shown of one-half of the split pulley. A suggestion for a split pulley to be applied direct to the shaft is also shown when no flange coupling exists. A pin or key can be arranged to prevent the coupling from slipping.

On the sketch the diameter of the compressor pulley furnished was too small to maintain the proper speed. The pulley was increased in size by the addition of pieces of oak cut to proper shape and secured in place with screws tapped into the pulley.

The compressor indicated is a very good one. It is complete with safety valve, pulley, clutch, lubricator, and is air cooled. It is designed to run at 350 to 450 r.p.m., and requires almost 1/4 h.p. The cost is about thirty-five dollars.

The tank should be of heavy galvanized iron, not less than twenty gallons capacity and should be guaranteed, and tested for not less than 100 pounds. The working pressure, at which the safety valve should be set, should be almost fifty pounds. Not more than one-half the guaranteed and tested tank pressure.

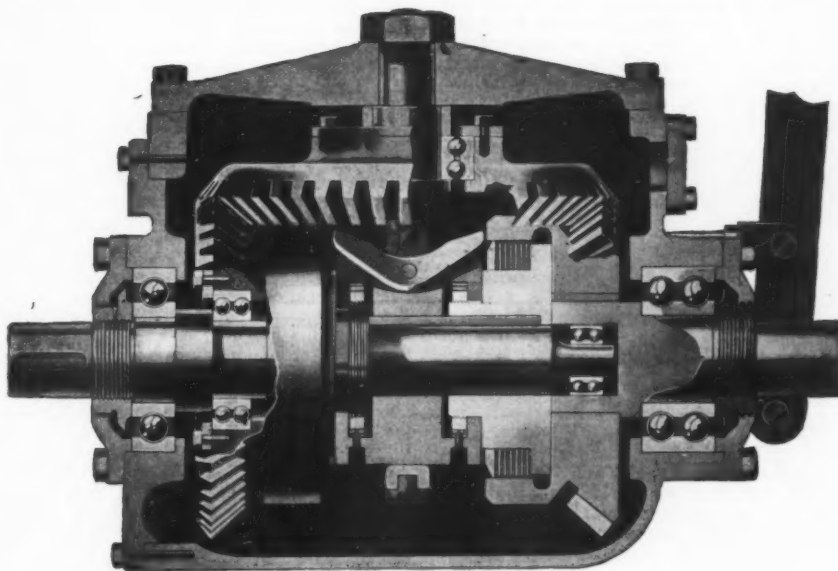
Do not, under any circumstances, use one of those gas engines cylinder compression outfits. They are extremely dangerous in spite of gauge and other precautions, which are taken to prevent flame from reaching the tank. When the engine misses, the tank may become charged with unburnt gas. A spark may ignite the gas and cause the tank to explode with serious consequences.

If you do not care to, or are unable to install a system as described, the next best whistle outfit is the old reliable hand plunger whistle. A. G. W., College Point, N. Y.

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The McKinnon Gear is the simplest in design, the strongest and most durable on the market. It will run for hours in reverse at full engine speed without heating or injury and will deliver 97% of the engine efficiency to the propeller. The principal parts are three large beveled gears with deeply cut teeth and a multiple disc clutch, having greater friction surface for its size than any other type of clutch. All rotating parts are enclosed in an oil tight case and work in a constant shower of oil.

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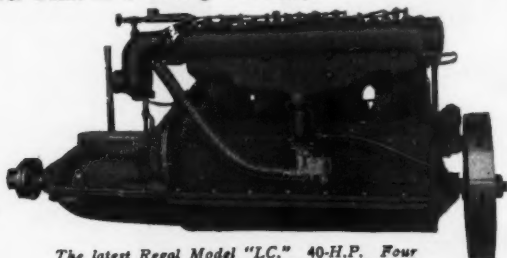
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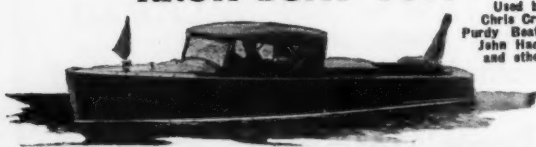
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Fitting New Rings

(Continued from page 47)

thousandths, while at the top they should be from two to five thousandths, depending on the size bore. These close clearances will necessarily require that the engine be gradually run in with plenty of oil, at low speeds and under light load, in order that there will be no clearance of the new parts becoming overheated and seizing.

When you are having the cylinders reground, rebored or otherwise machined true, it is best to have the shop doing the work fit the piston rings; but, in cases where one desires to do their own work of fitting in oversize pistons or rings, or where special rings are to be used, the following must be done. Piston rings must always be fitted to the pistons and cylinders. By fitting to the pistons, it is meant that the rings must have the correct width of face and depth, so that they fit the ring grooves very neat, and allow enough space in back of the rings for expansion. Unless this is done, there is danger of the rings becoming stuck in the grooves; or, in cases where they are too loose, oil and gasoline will work past in back of the ring, carbon will form on them so that they will become stuck, and considerable damage may be the result. This fit calls for the ring to be so that it can just be moved around in the ring groove, but not loose or with any perceptible up and down motion. The next step is to fit the rings to the cylinders. Take each ring, slip it into the cylinder it is supposed to operate in, slide it down to the portion of the bore where it is to work, and fit the gap to the clearance as recommended by the ring manufacturer. These gap clearances will vary from about .010 inch up to 1/32 inch, depending upon the bore diameter. It is better to allow a little too much than not enough, as piston rings which are too tight will bind and may break, which will result in damage to the cylinder walls. In order to obtain the correct gap, the ring is removed from the cylinder and the gap filed as shown in the sketch. This process is repeated until the required clearance in the gap is obtained. Rings with the step cup gap seem to be in general favor, and are easy to fit. Multi-piece rings should never be used in the top groove, as they do not have sufficient spring to keep them from becoming stuck in their groove by carbon deposits forming. Oil wiping rings should be used in the lower groove, and they will help considerably in eliminating oil pumping troubles. When rings are slightly too wide in the face, it is possible to fit them to the ring grooves by rubbing them around in a circle on a piece of emery cloth tacked on a piece of board. Take only a little off at a time, then try in the groove, and keep up this process of rubbing and fitting until a neat fit is obtained.

On two cycle motors, the pistons must have baffle plates, as shown in the sketch, the same as on the old pistons, and when assembling, be sure and get the baffle plates facing toward the intake ports in the cylinders. These pistons invariably have four rings, three above the piston pin, and one below to keep base compression from leaking past. It is also necessary for these rings to be pinned in place, so that the gaps will not be opposite any of the port openings, otherwise, the points of the rings might catch in the ports and breakage results. Some motors of the four cycle type have their rings pinned so that the gaps are spaced equally apart, or on thirds, which does not allow any two rings to work around in their slots until the ring gaps get over one another, which would cause slight compression losses. It is also claimed that by having the rings spaced in this manner, the wear on the cylinder walls is more even. The best place to file the notch in the ring for the pin in the piston groove, is at the gap, as shown in the illustration. By being located here, it does not weaken the ring in any way. Even though the rings in four cycle motors are not to be pinned, it is best to space the gaps on thirds or fourths, as the case may be, when assembling the motor.

Thickness gauges running from one to thirty thousandths, a fine flat file or ignition point file, and plenty of emery paper, will be found necessary for this job.

Combined with the illustrations, this article should give you a good general idea as to what to do and how.

V. L. S., Wilmington, Dela.

Curing Piston Slap

PISTON slap will cause uneven wear on cylinder walls and cylinder rings as well as on the piston itself. Where this condition has been allowed to become acute, the only positive remedy is to have the cylinder reground and new pistons and rings fitted.

In cases where the cylinder and piston are only a few thousandths out of true form, it is possible to do a satisfactory refitting job without the necessity of having the cylinder reground.

(Continued on page 158)

Six Reasons Why

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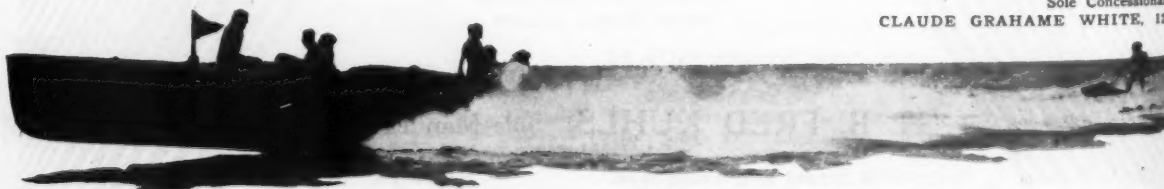
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Advertising Index will be found on page 222

Curing Piston Slap

(Continued from page 154)

Have a wood turner get out a cylindrical block of wood slightly larger than the old piston. Glue into it a handle (a portion of a broom handle will do). This wooden cylinder should make a comfortable fit in the cylinder. If it is too loose or too tight a fit, it will defeat its own purpose.

Smear the cylinder walls evenly with fine emery grinding compound which can be procured at most automobile supply shops or make a compound composed of fine emery dust, a little graphite and cylinder oil, mixing until about the consistency of vaseline.

With a spiral motion move the wooden piston up and down in the cylinder for about a half an hour, not necessarily at one stretch, but a half hour in the aggregate. At the end of that time the small inequalities in the wall surface should be reduced somewhat. Now clean the cylinder thoroughly with gasoline.

While this process will not approach in effect a job of re-grinding, nor will it remove scores of ordinary depth, yet it will do much to make the new piston a better fit and will decidedly aid in the working of the new piston rings.

A new piston the same size of the old one very often is the correct size to put in, but where an oversize piston can be used it should be used.

Oversize rings will be necessary to insure a good fit. When tried in the cylinder they should butt at the free ends, thus allowing a small amount to be filed off that will make the proper clearance. This clearance varies from 8 to 15 thousandths, most manufacturers state on the box that contains the rings the proper allowance to be made.

The filing of the ring ends can best be done by fastening the end to be filed in a vise, being careful to file off a minute amount and fit the ring repeatedly in the cylinder. This portion of the job must be done slowly and carefully.

Next fit the back of the ring to the ring groove in the piston. If it is too snug a fit, it can be lapped to a good fit.

Care must be taken in slipping the rings into their proper grooves, as well as sliding the piston into the cylinder. This latter operation is best done by gently forcing the thick portion of the ring into the cylinder, then the free ends.

If the wrist pins are worn, new ones will have to be reamed in. If the wrist pins are of the floating type, little difficulty will be experienced in connecting up the connecting rod to the engine shaft. If the pins are fastened to the upper end of the connecting rod, it is best to fasten to the engine shaft, turn the motor over by hand several times before fastening the pins.

Before the cylinder head is replaced, douse the piston, cylinder walls and connecting rod liberally with cylinder oil. Put more than the ordinary amount of oil in the case and after the motor is assembled run it at idling speed for at least three or four hours.

This is important, not only from a viewpoint of overcoming any possible friction in the case of the new members, but it begins the polishing of the cylinder walls in the proper manner, a polish that means much in the life of a motor.

V. E. M., Norwich, Conn.

Pawnee a New Diesel Yacht

(Continued from page 146)

width of the boat and is separated from the machinery space by a bathroom and dressing room. At the after end of the passage is a large double stateroom. Two additional double and one single stateroom, all with communicating baths, occupy the balance of the space. All of the guest rooms are of good size, well arranged and have an exceptional amount of space for stowage of clothes and other personal effects.

The vessel is heated throughout by hot water, for which a small electric circulating pump is fitted, and in addition provision is made for electric heating in the various rooms; this to be used when the weather is not severely cold.

Especial attention has been paid to ventilation inasmuch as this yacht will be used largely in tropical waters. All the rooms are of large size, are fitted with many airports of generous dimensions and a system of forced ventilation through air ducts has been provided which will change the air in the rooms so frequently as to make them comfortable at all times.

Sportabouts in Florida

An announcement is made that the Paul S. Gesswein Boat Company of Bergen Beach, Brooklyn, have appointed Edward W. Gorham as their representative in Florida. He will have entire charge of the distribution of these boats there, and plans to have an ample stock of the 1926 model boats on hand for demonstration purposes. Through this new plan of distribution, the boats will be delivered afloat and in running order.

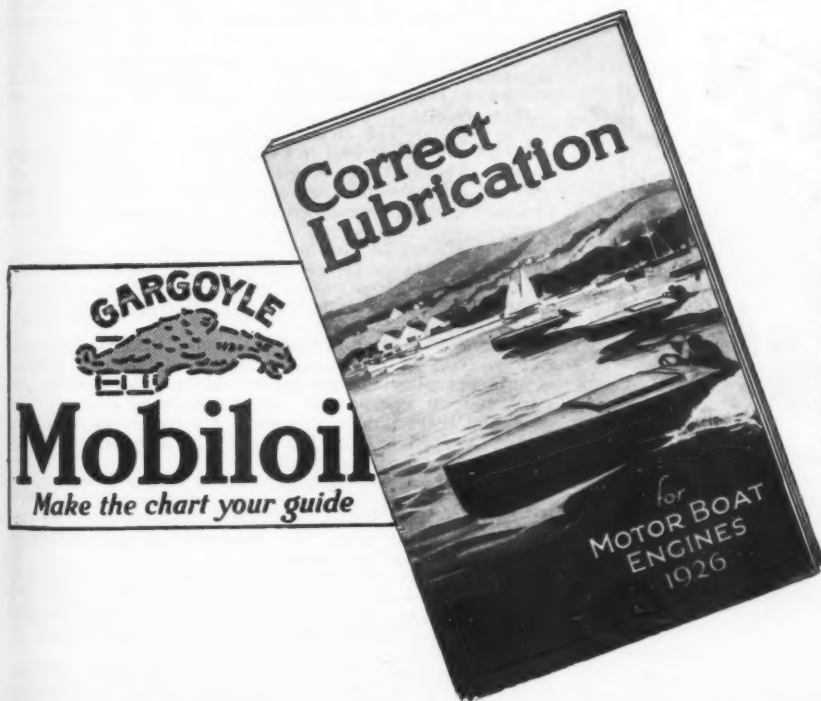
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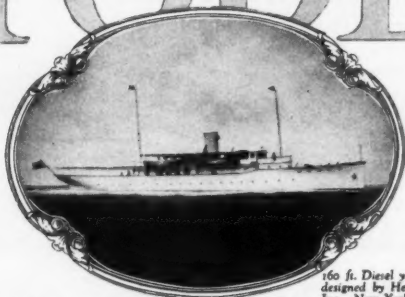
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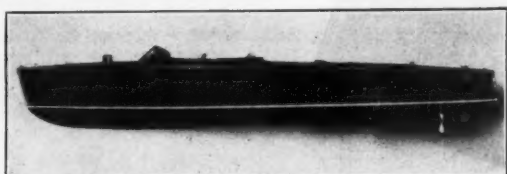
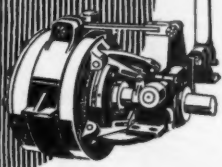
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Builders of standardized runabouts, 24, 28 and 30 feet. Cruisers 33, 36, 40, 45, 50, 55 and 65 feet.

ROCHESTER BOAT WORKS, INC.

10 CHARLOTTE STATION ROCHESTER, N. Y.
Territory available to responsible dealers.

The Development of an Idea

(Continued from page 41)

powered with a 450 h. p. Liberty motor, won the International trophy at Buffalo in 1922, at an average speed of 62 miles per hour. He afterwards constructed another boat called the Baby Horace, built along the lines of a gentleman's runabout, and which took second place in the 150-mile Sweepstakes race at Detroit last year, showing the fastest speed of any of the contestant in the qualifying laps.

The experience Mr. Dodge obtained from building and racing these boats developed the idea of establishing a motor boat works organized on lines similar to the best manufacturing practice of successful automobile companies, and the producing of stock boats of quality in quantities.

In February, 1924, the Horace E. Dodge Boat Works Inc. was organized with a paid up capital of two hundred and fifty thousand dollars, and operations were started in a small way. It soon became apparent that the original working quarters were entirely inadequate, and in June, 1924, a modern factory building complete with power plant, railroad sidings, and other modern equipment, was purchased. This development brought forth an immediate effect. More boats were produced, and as production increased, the demand increased accordingly, and the necessity for a stronger organization materialized.

For some time George F. Crouch has been making history in speed boats at a tremendous rate. So much so that the eyes of the Motor Boat world were focused upon him. Mr. Dodge, keenly alive to the development going on, lost no time in persuading Mr. Crouch to ally himself with the Dodge Boat Works, and become its Vice President in charge of all engineering. This resulted in an immediate further development of the boat works business, and a cry for more room.

About this time Mr. Dodge purchased 2592 motors from the United States Government. This was the largest purchase of the kind that has ever been made, and created a tremendous amount of speculation in the boat building industry. The question in everyone's mind was: "What is Dodge going to do with them?" But the plans had been worked out in advance, and the answer was: "Build more and better boats."

Mr. Crouch and his crops of engineers set to work and designed a new and larger boat as a fit companion to the original Dodge Watercar powered with the Dodge marine motor, and it made a reputation almost over night.

Since this time, further additions have been made to the organization until today all Departments are manned by trained and experienced men, capable of producing the highest results.

The complete line of boats built are as follows:

Model 422—A 22 foot hull powered with a Dodge marine engine. This is a fine, single cockpit runabout for the man who is content with a maximum speed of 20 or 22 miles per hour. With a seating capacity of 6 persons, this is an excellent boat for use of the entire family.

Model 822—A 22 foot hull powered with a Dodge-Curtiss engine. This is the fastest stock runabout of moderate price on the market. It is capable of 37 miles per hour. This is an ideal runabout for the man who wants to step out and show his friends the way.

Model 826—A 26 foot hull powered with a Dodge-Curtiss engine. This is a very popular model and perhaps the most beautiful runabout on the market in its class. Having forward and aft cockpits, it will comfortably seat nine persons, and there is ample room in the rear cockpit for two extra chairs. This model is capable of a speed of 33 to 35 miles per hour.

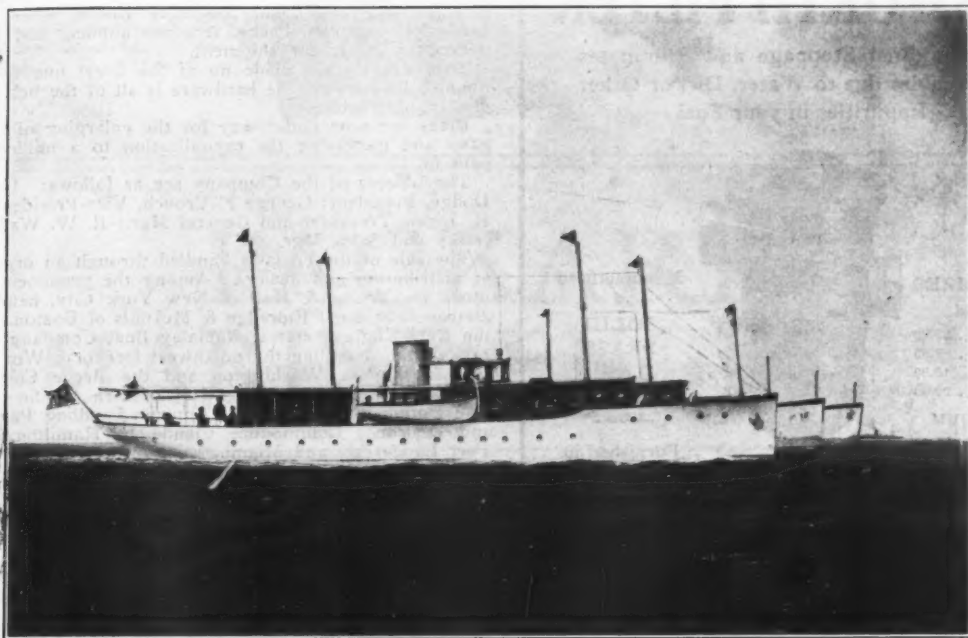
Model 426—A 26 foot hull powered with a Dodge marine engine. The only difference between this and the 826 is the power plant. This model is capable of a speed of from 10 to 15 miles per hour. To those who do not want speed, this boat has a strong appeal.

The boats are all built of the finest African Mahogany that can be procured, and the finish and workmanship is of the highest class. The construction of the boats is worked along the lines of the best practice in the automobile factories.

The keel, stems, etc., together with the shaft logs and stuffing boxes, are made up by men who do nothing else, and are issued to the assembly and same as the hardware or any other parts of the boat. This same practice is worked out in making chines, frames, transoms, etc.

After the boats are framed, one gang of men puts on the side planking. The boats are then taken off the ways and turned and another gang puts on the bottom planking. After that is done, the boats move along to another stage and

(Continued on page 162)



A YACHT PROPOSAL

THE above illustration shows three of the new Gielow designed, 100-foot, all steel, Diesel powered seagoing yachts. These boats are being built in one of the largest shipbuilding plants in the country under the personal supervision of Gielow engineers.

By building on a quantity production basis, these yachts are being offered at prices heretofore deemed impossible. Each boat has three luxurious state-rooms, with private baths; spacious living and dining rooms.

The power plant contains Diesel engines of the latest approved type and ample fuel capacity giving a large cruising radius.

Deliveries can be made in five months from date of contract.

Write or wire for specifications and blue-prints.

HENRY J. GIELOW, INC.

NAVAL ARCHITECTS-MARINE ENGINEERS  YACHT BROKERS-MARINE INSURANCE

25 WEST 43rd STREET
NEW YORK CITY

Any Gasoline or Fuel Oil is Better After Being Clarified by the **BOSWORTH FILTER**

Prevents Fuel Stoppage and Eliminates
All Troubles due to Water, Dirt or Other
Impurities in your Fuel

FOUR SIZES

BRASS

No. 125— $\frac{1}{4}$, \$5.00
No. 250— $\frac{1}{4}$, 7.50
No. 375— $\frac{3}{4}$, 10.00
No. 500— $\frac{1}{2}$, 20.00

ALUMINUM

No. 125— $\frac{1}{4}$, \$7.50
No. 250— $\frac{1}{4}$, 11.25
No. 375— $\frac{3}{4}$, 15.00
No. 500— $\frac{1}{2}$, 25.00



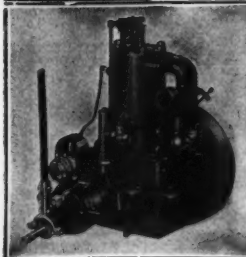
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Furnished in
Any Mesh
Desired

Write today for further particulars.

Bosworth Filter Company, Inc.
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The World's Greatest
Achievement in
Marine Engine
Value!



Gray \$99.
Model "O"
Four Cylinder Motor \$260.
5 H.P. 4 Cycle Reverse Gear & Magneto Extra
Bore $3\frac{1}{4}$ Stroke $4\frac{1}{2}$
BUILT by the manufacturers of the world
renowned Gray marine engines and
sold on a money back guarantee. The Gray
model "O" is of the most advanced de-
sign. Light weight, high power, smooth
operation. Speed range 225 to 1,200
R. P. M. Overhaul parts. Big power
from overhead valves. Bearings
bronzed backed. Annular ball type
thrust bearing. Large oil reser-
voir. Operates on kerosene or
gasoline. No other power plant
gives so much value per dol-
lar. With Vico Magneto,
\$136. Write today catalog.
Over
60,000
Satisfied
Gray Owners

MARINOBILE

The FORD Powered Motor Boat

Has proven during the past season that it can go
and keep going for any length of time under full
load in sizzling hot summer weather without having
overheating or lubricating trouble. Saying this, is
saying a lot.

Two sizes: 16'9" model, \$995; 18' model, \$1185 f. o. b.
Kearny, N. J.

Created more favorable comment than any other
motor boat at the late New York Motor Boat Show.

J.B. BULER

SHOWROOM AND SERVICE STATION:
470 PASSAIC AVE. KEARNY, N. J.

The Development of an Idea

(Continued from page 160)

another group of men put on the carlins, decks, etc. This
is followed by another operation of the finishing and the
fitting of the interior woodwork such as dashes, seats, etc.

The boats then progress into the Finishing Room, where
they are moved along in stages from day to day, until the
final finish is applied. Coming from the Finishing Room,
they go into the Final Assembly Room, where all the
hardware, cushions, backs, etc., are applied, and the boat
packed up ready for shipment.

The cushions are made up of the finest quality genuine
Spanish leather and the hardware is all of the best possible
quality obtainable.

Plans are now under way for the enlarging of the com-
pany and increasing the capitalization to a million dollars
paid in.

The officers of the Company are as follows: Horace E.
Dodge, President; George F. Crouch, Vice-President; Frank
H. Joyce, Treasurer and General Mgr.; R. W. Walker, Sec-
retary and Sales Mgr.

The sale of the boats is handled through an organization
of distributors and dealers. Among the prominent distribu-
tors are Young & Hall of New York City, handling the
metropolitan area; Eldredge & McInnis of Boston, handling
the New England states; Ramaley Boat Company of Way-
zata, Minn., handling the northwest territory; Wm. L. Kel-
ler of Olympia, Washington and the Beebe Company of
Portland, Oregon, handling the northern Pacific territory;
The Dodge Watercraft Sales Company handling Palm Beach
and environs; Commodore Claude F. Hamilton handling
Fort Lauderdale and Miami.

Approximately one hundred boats were sold in Florida
alone during the past season, and many orders are on file
for shipment to northern points as soon as the yachting
season opens up.

One Design Boats Available for All

(Continued from page 37)

was to establish a class of his own, so he commis-
sioned Hacker and Fermann to work out for him a design
which would not only best meet the conditions in the South
but would be suitable as a National class for countrywide
racing. He told Messrs. Hacker and Fermann to choose
the most popular and serviceable type and class of boat
which they could.

The type of boat which Hacker and Fermann believed
would be best suited for all purposes, keeping in mind, not
only conditions at Tampa, St. Augustine and other Florida
points, but all over the country as well, was a 21 footer of
Junior Gold Cup Class model. For a power plant the 100
horse power Model F six cylinder Scripps motor was de-
cided upon. Similar motors had given excellent satisfaction
in the one design class, known as the Biscayne Babies, which
the Purdy Boat Company built for Carl G. Fisher a year
ago.

Mr. Davis of Tampa commissioned Hacker and Fermann
to build ten boats of this new class for the Tampa regatta.
Although the order was not received until a day or two
before Christmas, yet all of the boats were in Florida and
running before the last of February.

The Tampa class was given the name of Tampa Baybies.
This was later changed to Florida Babies. The boats raced
at both the Tampa and St. Augustine regattas and were
used for all kinds of service at other times when not racing.
It would be hard to imagine a better or more serviceable
craft. They were all well constructed in every particular,
ran smoothly under all conditions of sea and weather,
turned almost on a dime and showed speeds of around 36
or 37 miles an hour. They carried four passengers com-
fortably and what may be considered more remarkable, they
were easily and safely handled both in and out of racing
by novices, who had had no previous boat experience.

A complete list of specifications of the Hacker-Fermann
Junior Gold Cup boats follow:

Dimensions: Length over all, 21 feet 6 inches; draft,
18 inches; beam, 5 feet 6 inches. Total weight, 2,200 lbs.

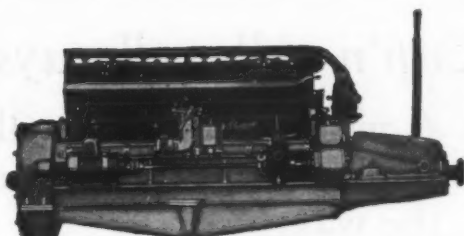
General: High grade Hackercraft construction. Best
quality of workmanship and materials. Lumber carefully
selected, well seasoned and free from defects. All scantlings
of suitable proportions and the entire boat substantially
constructed.

Frame: Keel, chines, stem, battens, frames and ribs and
engine bed of white oak. Engine stringers of spruce run-
ning full length of hull, notched over each frame.

Joiner work: Decks and hatches of white pine. Coam-
ings, transom cockpit paneling, covering boards and king
plank of selected mahogany.

(Continued on page 168)

Develops 60 H.P. at 1800 R.P.M.
Weighs 790 lbs. Ideal for runabouts up to 35 ft. and for cruisers and auxiliaries. Furnished in right and left-hand rotation for twin-screw installation. Price, \$2,000.00.



MODEL IM-357
8-Cylinder

PACKARD MARINE ENGINES

ACCESSIBILITY

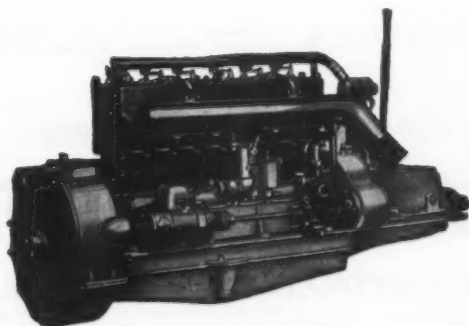
EASY to control, easily accessible at every point, easy to maintain, and to operate—these are characteristic features of the complete line of Packard Marine Engines.

For Packard has built into its marine engines the same simplicity, the same freedom from complicated mechanism, which have been developed during more than a quarter century of leadership in automotive engines.

Detailed descriptions of the models shown here, or of any others of the complete Packard line, will be sent you upon request.

PACKARD MOTOR CAR COMPANY
DETROIT, MICHIGAN

MODEL IM-268
6-Cylinder



Develops 45 H.P. at 1800 R.P.M.
Weighs 625 lbs. Specially designed for runabouts up to 25 feet in length. Also suitable for small cruisers and auxiliaries. Furnished in right and left-hand rotation for twin-screw installation. Price, \$1,500.00.

ASK THE MAN WHO OWNS ONE

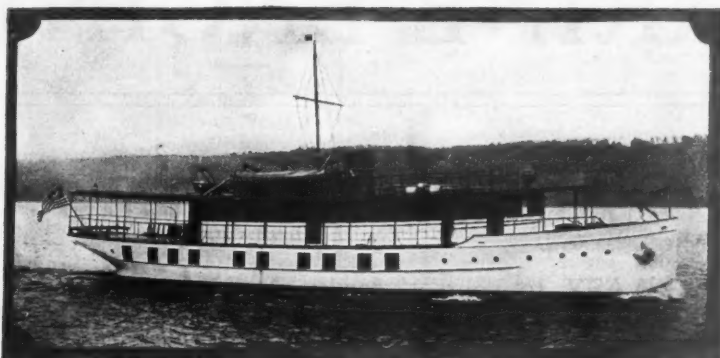


Cap'n Allswell says:

A wrong propeller will slow up
the best boat that ever slid down
the ways!

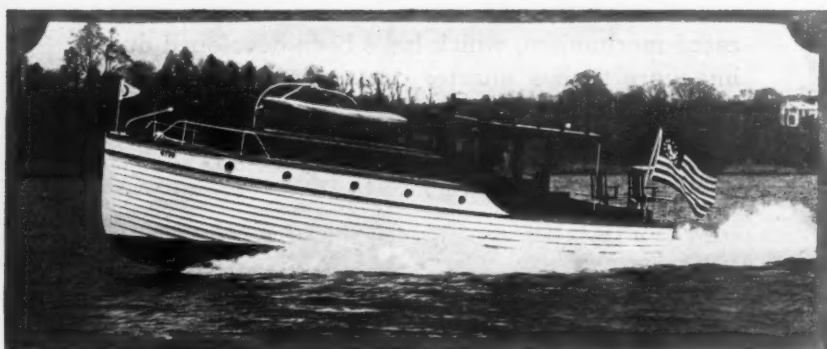
There's one best wheel for your boat

THESE TWO FOUND THEIRS. . . HAVE YOU?



CHAS. M. SWIFT'S

"Bolo." Designed by Cox & Stevens. Built by Lawley. Equipped with two 125 H.P. Wintons and a pair of 39" x 38" Columbian Propellers.



A. L. FOSTER'S

"Cachalot." Built by Red Bank Yacht Works. Equipped with 6-cyl. Sterling Dolphin and 24" x 13" Columbian Propeller.

Write for Propeller Information

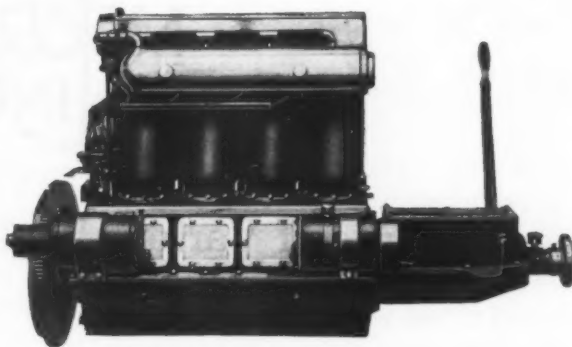
COLUMBIAN *Bronze* PROPELLERS

COLUMBIAN BRONZE CORPORATION, 208 No. Main St., Freeport, L. I., N. Y.

NEW YORK CITY SALES: 44 THIRD AVENUE

Detroit Marine Engines

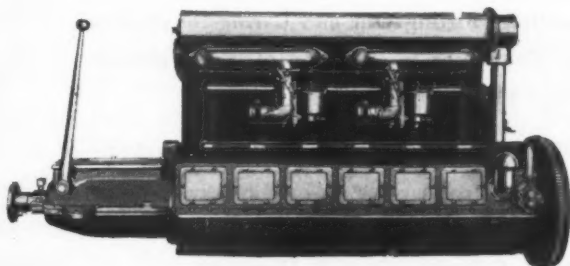
In addition to our well-known **Detroit Marine Big Six** (FIAT type) engine, we are now building the **Detroit Marine Four** and the **Detroit Marine Little Six**. These engines meet all the requirements of the man who wants light weight combined with speed and reliability.



Detroit Marine Four

Bore 5", Stroke 7". 125 H.P. at 1700 R. P. M. Weight 800 lbs.

Price \$2500



Detroit Marine Little Six

Bore 5", Stroke 7". 200 H.P. at 1700 R. P. M. Weight 1000 lbs.

Price \$3500

Used in cruisers or runabouts these power plants give a remarkable degree of flexibility and high speed, combined with a freedom from vibration which commend them to yachtsmen everywhere.

We will be pleased to advise with you as to your requirements.

Write us for descriptive literature

Detroit Marine-Aero Engine Co.

409 Connecticut Ave., Detroit, Mich.

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SEXTON MOTOR CO., INC.

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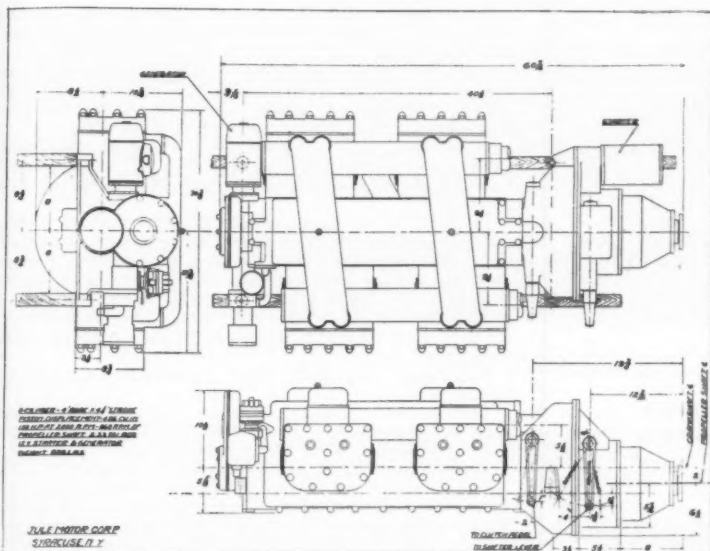
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The Yachtsman's Guide and Nautical Calendar.....	\$1.50
Yachtsman's Guide Supplement, Flag Book.....	1.00
Price of Guide and Supplement.....	2.00

100 REAL HORSE POWER

at a Propeller
Speed of only
860 R. P. M.



Recent events have conclusively proved that all cruisers and heavy boats positively require a slow turning wheel to function efficiently.

AN old adage says, "Coming events always forecast their shadows." Boat builders have already noticed the shadow. Why be the last to fall in line?

Why be satisfied with the speed of your boat when it can so easily be increased by installation of the Jule Opposed Motor with its quiet, built-in internal reduction gear with 2.33 to 1 ratio?

A marked economy in gasoline consumption is achieved by use of the Jule Opposed Motor. The Jule Eight, 100 H.P., uses less than eight gallons per hour under wide open throttle conditions and proportionally less under ordinary cruising conditions.

Complete attainment of these results is inevitable with the new model Jule Opposed Motor and its built-in combination sliding gear and internal reduction gear.

When one realizes that all this really available power can be installed under the floor of the boat and yet be perfectly accessible, the wonderful advance of the Jule Opposed over other marine engines is easily appreciated.

The Jule Opposed Eight, 100 H.P., costs only \$1300 and weighs but 932 lbs.

This new engine design is of a quality one would expect of this organization.

Jule Motor Corp.
Syracuse, N. Y.

Julian S. Brown,
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W. Charles Lipe,
1st Vice-President.

Herbert E. Page,
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Jewelers, Silversmiths, Stationers

Furnishings For Yachts

Tableware in Sterling Silver,
Silverplate, China and Glass

Marine Clocks

Trophies For All Events

Special designs prepared for
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Articles suitable for prizes always
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Over 55 Designs

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Our new book of easy boat-building with Brooks KNOCK-DOWN
frames describes over 55 boats that anyone handy with a saw,
plane and hammer can construct with the expertness of a skilled
boat builder. The Brooks method is easiest for the amateur—
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for the boat, ready to assemble and launch. Send 25 cents for
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Originators of the Pattern and KNOCK-DOWN system of boat building.

THE JOHNSON MARINE REVERSE GEAR

An Absolutely Reliable Gear

is a big factor in the satisfaction
you derive from your motor boat.
And absolute reliability means
nothing less than a Johnson Gear.

Made in six sizes,
from 1—50 H. P.

Write Department
25 for our
Catalog.



THE CARLYLE JOHNSON MACHINE CO. MANCHESTER, CONN.

One Design Boats Available for All

(Continued from page 162)

Planking: Sides single planked with selected mahogany—bottom double planked of mahogany and pine with canvas between.

Varnish: All woodwork natural finish being given one coat of satin and filler and four coats of Valspar varnish.

Paint: Interior of entire hull given two coats of lead and oil preservative.

Fastenings: Bottom copper fastened to battens and screwed to frames—side all screw fastened. Decks flush fastened.

Steering: Auto type steering wheel with worm gear, and rod connection to rudder, eliminating cables and sheaves. Bronze special type outboard rudder with propeller shaft strut bearing.

Hardware: Brass cutwater—half round oak fender and rub strake—brass binding entirely around transom—brass nickel plated piano hatch hinges, all deck hardware of bronze polished.

Power Plant: Equipped with Junior Gold Cup model Scripps marine motor. These power plants have full pressure oiling system, Delco starting and ignition, Cross gears, and this particular model is equipped with dual carburetion and ignition. Duplex auto-pulse fuel supply pumps.

Fuel System: One 20 gallon square galvanized tank under aft deck with copper tubing to Auto Pulse gasoline pump and carbureter.

Lighting: Equipped with regulation electric running lights.

Upholstery: Mustang leather cloth upholstery for cushions and seat backs. Deep cushions, Kapoc filled, equipped with straps to form life preservers.

Equipment: One fire extinguisher, combination forward light, mahogany staff and after light, yacht ensign, mooring lines, fore and aft; klaxon electric horn, oar and pike pole, four fenders, anchor and anchor lines, bilge pump, name and hailing port in gold leaf on transom, engine tool kit.

Instruments: Cowl Board. Enamel metal panel containing oil gauge, ammeter and tachometer. Ignition and lighting switches, one cowl light.

Speed: These boats are sold with a speed guarantee of over 36 miles per hour. In actual competition, however, Tampa Baybies have been credited with better than 40 miles per hour in many cases.

Salt water equipped throughout.

Winners

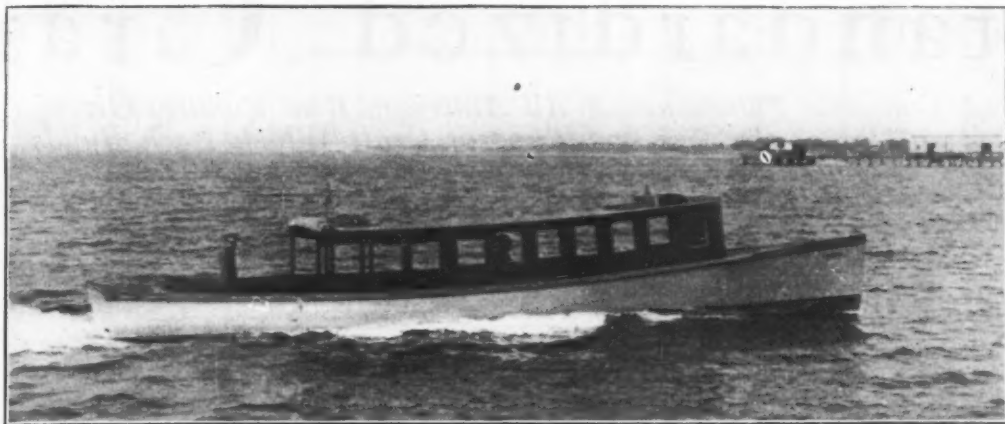
The annual publication of Winners, a record of the names of the winning yachts and owners of the racing season of 1925, has just been published by Edward Smith and Company of New York, and contains, as usual, a complete history of all of the past year's racing events. Copies of this book will be sent to all interested yachtsmen, if they will address their requests to Edward Smith & Company, Long Island City, N. Y.

New Red Wing Six

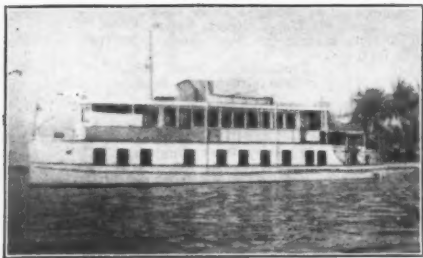
The Red Wing Motor Company in bringing out their new Big Chief and Big Chief Special, six cylinder engines, have provided them with saltax aluminum for the base castings. Salt water will not corrode this material. An efficient manifold arrangement on these machines permits hot water from the exhaust manifold to flow through the jacketed intake manifold. This results in very efficient use of fuel, which can be either kerosene or gasoline. In connection with the pressure feed lubrication system, a Pur-O-Lator has been added as regular equipment to these engines. This improvement will certainly reduce the wear on the internal parts, due to poor oil. These engines are built particularly for twin screw installation, since they are made in both right and left hand types.

Colonial Yacht Club Spreading Out

The Colonial Yacht Club, New York, which recently was forced out of its old home at 140th Street on the Hudson River, has arranged with the city authorities to erect a new fifty-thousand dollar club house on the Hudson River at 77th street. This club has been much in the yachting limelight, during the last year or two, due to Commodore Jules Heilner's enthusiasm and interest in stimulating the boating sports. It is proposed to provide facilities at the club, which will be unsurpassed by any yacht club in greater New York. It will be accessible from the 79th Street entrance, to the new Riverside Drive Park. In addition there will be a boat yard located further up the river, where all the hauling and repair work on the boats can be readily undertaken.

Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE

42x8 1/2 foot day cruiser makes excellent speed with Big Chief Four cylinder 50-60 H.P. Red Wing THOROBRED. Built and owned by M. L. Harmon, Panama City, Fla.



"Happy Days" the 70x18 1/2 foot houseboat used in Florida by Col. James Elverson, Jr., Philadelphia. This full tunneled craft makes good moderate speed with its pair of Big Chief 50-60 H.P. THOROBREDS turning 22x24 propellers at 900 R.P.M.

12 THOROBRED SIZES

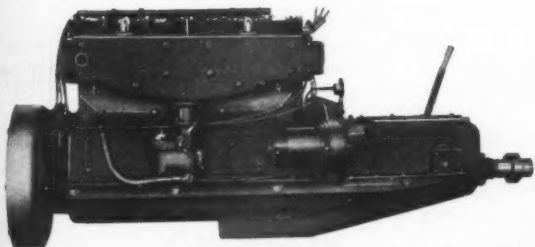
7 to 150 H.P.

2 and 4 Cylinder Models

Model KK 7-8 H.P. 3 1/2"x4 1/2"
Model D 10-14 H.P. 2 1/2"x4 1/2"
Model AA 18-24 H.P. 3 1/2"x4 1/2"
Model F 28-36 H.P. 4 1-16"x5 1/2"
Model B 32-40 H.P. 4 1/2"x5"
Model Red Top 40-50 H.P. 4 1/2"x5" high speed
Big Chief 50-60 H.P. 5"x7"
Big Chief Special 75-90 H.P. 5 1/4"x7"

6 Cylinder Models

BB SIX 45-70 H.P. 4 1/2"x8" medium duty
BB SIX 80-110 H.P. 4 1/2"x8" high speed
B/g Chief SIX 85-110 H.P. 5"x7"
Big Chief Special SIX 110-150 H.P. 5 1/4"x7"



Four-cylinder Big Chief THOROBRED with five-bearing crank of 2 1/4" dia., built-in Paragon gear, double ignition, pressure oiling, and two-unit, twelve-volt electric starting system with enclosed fly-wheel. Gray iron or aluminum base.

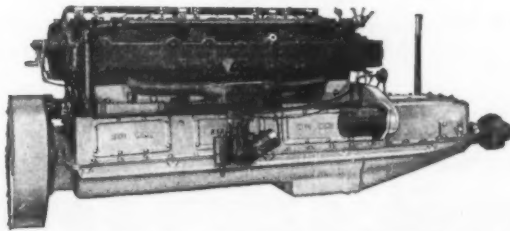
BIG CHIEF ENGINES
Assure Satisfaction

Three seasons of superlative service in every variety of craft has proved the adaptability and worth of Big Chief Red Wing engines. These are rugged powerplants of great power and with the reliability for which all THOROBREDS are famous. Big Chiefs are offered in both 5"x7" and 5 1/4"x7" sizes, in both four and six cylinder types. They are also built in true twin screw types, thus affording power for cruisers of all sizes, work boats, houseboats and auxiliaries. For lasting satisfaction we recommend a Big Chief installation for the medium and heavier duty boat. Why not write us for full details today as a first step towards greater boating pleasure?

Complete Catalog
on Request

RED WING MOTOR CO.

Dept. B, Red Wing, Minn., U. S. A.



Manifold side Big Chief SIX cylinder Red Wing THOROBRED. These engines have seven bearing crankshafts of 2 5/8" diameter, and are completely equipped with double ignition, electric starter and the patented Red Wing oiling system. Note Fur-O-lator attachment on front cylinder which is regular equipment on the Sixes.

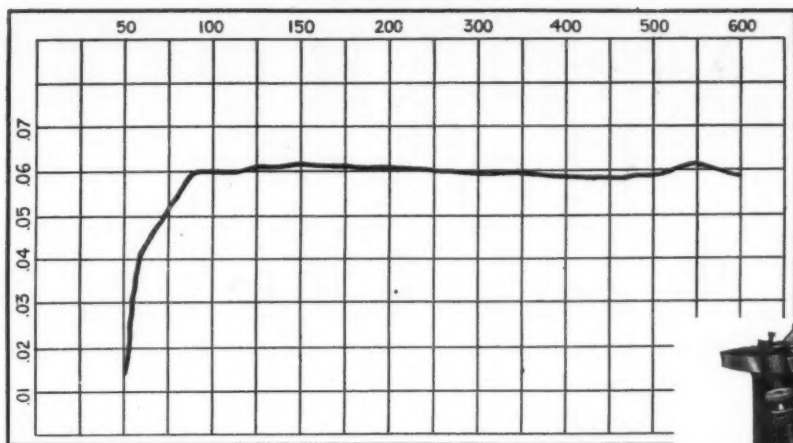
Boat Builders of Standardized Craft

*A Complete Tabulation of All American Boat Builders Giving
At a Glance the Size and Type of Craft Which Each Builds*

Builders of Outboard Engine and Rowing Boats Will Be Listed in the June Issue.

- Albany Boat Corporation,
Watervliet, N. Y.
Runabouts, R-32 feet; R-26 feet.
- G. T. Backus & Son,
Ft. Pierce, Fla.
Cruisers, Sea Skiff, 30 feet; Runabout, Seaskiff, 22 feet.
- Banfield Sea Skiff Works, Inc.,
Atlantic Highlands, N. J.
Cruisers, 26 foot Fishing Boy; 30 feet; 34 feet; 34 foot De Luxe; 34 foot Fishing Boy.
- Belle Isle Boat & Engine Co.,
9662 E. Jefferson Ave., Detroit, Mich.
Cruisers, 42 foot bridge deck. Runabouts, 26 foot; 30 foot.
- Brownback Motor Laboratories, Inc.,
17 Battery Place, New York, N. Y.
Runabouts, Sport boat 16 feet; AM-18 feet; HM-24, 24 feet; F, 33 feet; 37 feet; Waterbus, S. 52½ feet.
- Brooks Boat Company, Inc.,
Saginaw, Mich.
Runabouts, Brooks Standardized 22½ feet.
Cruiser, Model No. 293, 36 feet 8 inches.
- Cape Cod Ship Building Corp.,
Wareham, Mass.
Special Dory 20 feet; Shallow Draught Boat 16 feet; Runabout 19 feet.
- Chance Marine Construction Co. Inc.,
Severn Ave., Eastport, Md.
Double cabin, bridge deck cruiser, 36 feet; Single cabin cruiser, 36 feet; 32 feet, Tomboy, 26 feet runabout.
- Consolidated Shipbuilding Corp.,
Morris Heights, N. Y.
Play Boats, 34 feet.
- A. G. Cuthbert Co.,
Sandusky, Ohio.
Cruisers, 28 feet; 34 feet; 38 feet; 40 feet. Runabouts, 18 feet; 22 feet.
- Dachel Carter Boat Co., Inc.,
Benton Harbor, Mich.
Cruiser, 45 foot twin screw; Runabouts, 21 and 26 feet.
- Horace E. Dodge Boat Works, Inc.,
Detroit, Mich.
Runabouts, Model 422, 22 feet; Model 822 22 feet; Model 826, 25 feet.
- Dunphy Boat Mfg. Co.,
Eau Claire, Wis.
Runabout, 26 foot Vee-bottom.
- The Elco Works,
201 Ave. A, Bayonne, N. J.
Cruisers, 26 feet; 34 feet cruiserette; 42 feet; 50 feet; motor yacht, 62 feet.
- Eldredge-McInnis, Inc.,
Boston, Mass.
Cruisers, Raised Deck, 34 footer; Trunk Cabin, 38 footer; Raised Deck, 41 footer.
- Runabouts, Round Bottom, 26 footer.
- Fay & Bowen Engine Co.,
Geneva, N. Y.
Runabouts, Junior, 24 feet; 27 feet; Single Cockpit, 30 foot; Double Cockpit, 30 feet.
- Fellows & Stewart,
Wilmington, Calif.
Cruiser, 32 feet; Runabout, 20 feet.
- Free Bottom Craft,
475 Fifth Ave., New York, N. Y.
Runabouts Whistler, 23 feet.
- Paul S. Gesswein Boat Co.,
Bergen Beach, Brooklyn, N. Y.
Runabouts, Sportabout, 18 feet; Sportabout, 18 feet.
- Gordon Boat Building Co.,
Greenwich, Conn.
Cruisers, B-35 feet; 43 feet; D-46 feet.
- Gray Boats,
Thomaston, Maine.
Cruisers, 28 feet; 36 ft.
- Great Lakes Boat Building Corp.,
333 Becher St., Milwaukee, Wis.
Cruisers, Sea Villa, 36 feet; Special, 26 feet; Fleetwood, 26 feet; Fleetwood, 30 feet.
- Henry C. Grebe,
333 Becher St., Milwaukee, Wis.
Cruisers, 60 feet.
- Greenport Basin & Construction Co.,
Greenport, Suffolk Co., N. Y.
Runabout, Utility Runabout, 28 feet. Cruisers, 36 feet.
- Hacker & Fermann, Inc.,
6304 E. Jefferson Ave., Detroit, Mich.
Runabouts, Dolphin, 25 feet; Baby Dolphin, 21 feet; Tampa Baybie, 21 feet; Pelican, 151 type, 17 feet. Cruisers, 55 feet.
- Everett Hunter Boat Co.,
McHenry, Ill.
Runabouts, Hunterford, 19 feet; Model 528, 26 feet; Model 526, 26 feet; Model 523-V, 23 feet.
- Indian Lake Boat Co.,
Lima, Ohio
Runabouts, C-Dart, 26 feet.
- International Shipbuilding & Marine Eng. Corp.,
Nyack, N. Y.
Cruisers, 32 feet.
- Edward Fell Jardine, Co., Inc.
410 Carson Ave., Atlantic City, N. J.
Open Sea Skiff, 24 feet; 300, 35 feet.
- Johnson Boat Works,
Bergen Beach, Brooklyn, N. Y.
Raised Deck Cruiser, 35 feet. Runabout, 22 feet.
- Kotick Boat Company,
Foot Denormandie Ave., Fair Haven, N. J.
Cruisers, Trunk Cabin, 32 footer.
- S. Clyde Kyle,
100 E. 42nd St., New York, N. Y.
ACF Cruisers, 47 feet; 35 feet; 41 feet.
- Karasz & Trotte,
Elmont, L. I.
- George Lawley & Son Corp's,
Boston, Mass.
Cruisers, Standard, 38 feet; Raised Deck, 68 footer.
- A. G. Liggett & Son Co.,
Wyandotte, Mich.
Cruiser, 34 feet; 40 feet.
- Matthews Boat Co.,
Port Clinton, Ohio
Cruiser, 38 feet single cabin; 38 feet double cabin.
- Mullins Body Corp.,
622 Depot Street, Salem, Ohio.
Runabouts, 18 feet, leader; 18 feet, special; 16 feet, special; Outboard special, 14 feet.
- Frederick S. Nock, Inc.,
East Greenwich, R. I.
Cruiser, 36 feet.
- Pioneer Boat & Pattern Co.,
Bay City, Mich.
Cruiser, 35 feet.
- Ramaley Boat Company,
Wayzata, Minn.
Runabouts, 26 feet. Cruisers, Day 40 feet.
- Racine Boat Co.,
Racine, Wis.
Runabouts, Viking Express, 22½ feet.
- Red Bank Yacht Works,
West Front St., Red Bank, N. J.
Cruisers, 30 feet.
- Richardson Boat Co., Inc.,
North Tonawanda, N. Y.
Cruisers, 23 feet; 26 feet; 34 feet.
- Rochester Boat Works, Inc.,
Charlotte St., Rochester, N. Y.
Runabouts, Standard, 24 feet; Ultra sport, 28 feet; Super sport, 30 feet.
- Cruisers, Raised deck trunk cabin, 33 feet; Double cabin, 36 feet; Single cabin, 36 feet; Enclosed bridge and open bridge, 40 feet; De Luxe Fisherman 40 feet; Open and enclosed Bridge, 45 feet; Special enclosed bridge 50 feet; Open and enclosed bridge, 50 feet; Open and enclosed bridge, 55 feet.
- Sale Pleasure Boats, Inc.,
Hartford, Conn.
Cruisers, 32 feet 2 inches, Steel construction.
- Saudusky Boat & Cabinet Works,
Sandusky, Ohio.
Runabouts, Sandusky Flier, 18 feet.
- The Sea Bright Dory Works,
491 Atlantic Ave., Long Branch, N. J.
Cruisers, 35 feet. Runabouts, Skiff, 17 feet.
- Schillo Motor Boat Mfg. Co.,
Chicago, Ill.
Runabout, 26 feet.
- Sea Sled Corp.,
1812 Fish Bldg., New York, N. Y.
Sea Sled sedan runabout, 23 feet and 28 feet.
- Chris Smith & Sons Boat Co.,
Algonac, Mich.
Runabouts, Chris-Craft, 25 feet; Chris-Craft, 25 feet; Chris-Craft, 25 feet.
- The Smith & Williams Co.,
Salisbury, Md.
Cruising Houseboat, 60 feet.
- Sound Marine and Machine Corp.,
Rushman Ave., Orienta Point, Mamaroneck, N. Y.
Cruisers, Raised Deck, 28 footer. Runabouts, Water Pal, 20 footer.
- Toppan Boat & Engine Co.,
Medford, Mass.
Cruisers, Sea Crest, 29 feet; Runabout Sea Dog, 22 feet.
- Ventnor Boat Works,
Ventnor Heights, Atlantic City, N. J.
Runabouts, Model 251, 25 feet.
- John Wanamaker,
Broadway & 10th St., N. Y. C.
Cruisers, JW-38 footer.
- Wheeler Shipyard,
Coney Island Creek & Harway Ave., Brooklyn, N. Y.
Cabin Sea Skiff, 25 footer; 28 footer.
- John Winslow, M. E.,
Seattle, Wash.
Cruisers, 40 feet; Runabout, 18 foot outboard motor cruiser.
- Gar Wood, Inc.,
Detroit, Mich.
Runabouts, Baby Gar, 33 feet; Cruisers, 50 feet.

(See also pages 172, 174, 176, 178, 180, 182 and 184)



The New Schebler Vertical De Luxe Carburetor

***Uniformity of Mixture
over wide range***

The above chart shows graphically how the Vertical De Luxe will deliver a uniform mixture over a very wide range of engine requirements. This new carburetor will operate a motor from high r. p. m. on wide open throttle to low r. p. m. on wide open throttle without any variation in the proportion of gasoline and air.

***Special, new device for
starting and warming-up***

A butterfly valve has been placed in the air intake in order to close off the air and increase the suction on the nozzle. Arrangements can be made for operating by hand or from the instrument board.

Increased Economy

Another special feature of this carburetor is a lift needle device by means of which an extra supply of gasoline can be furnished to the motor for starting and warming up *and without changing the adjustment for normal running.*

The lift needle device, alone, insures greater economy because it eliminates the overly rich setting ordinarily made in order to get the motor started. And in addition, this carburetor gives greater economy under normal running conditions.

Write for more specific information and data or arrange for a demonstration.

**WHEELER SCHEBLER CARBURETOR CO.
INDIANAPOLIS**

1926—Schebler's Silver Jubilee Year—Established 1901

SCHEBLER
REG. U. S. PAT. OFF.
**The World's
Finest CARBURETORS**

STANDARDIZED BOATS

Prices — Sizes — Equipments

MAKE AND TYPE	Price	Length	Beam	Draft	Freeboard		Head-room	Bottom	Engine	Horse Power	Speed m.p.h.	STANDARD EQUIPMENT
					Forward	Aft						
A. C. F.												
47 Cruiser.....	\$17850	47-0	10-6	3-6	6-0	3-3	6'-2"	Round	Hall-Scott	100	14	abdefghiklnopqsuvwyAFGHJKLQRST
35 Cruiser.....		35-0	9-4	2-9			6'-2"	Round	Hall-Scott	70	14	abdefghiklnopqsuvwyAFGHJKLQRSTU
41 Cruiser.....		41-0	10-6	3-0			6'-2"	Round	Hall-Scott	70	12	abdefghiklnopqsuvwyAFGHJKLQRSTU
ALBANY												
R26' Runabout.....	4000	26-0	6-6	23"	33"	20"		Vee	Kermath 6	100	30	abdefghiklnopqsuvwyAFGHJKLQRSTU
R33' Runabout.....	8750	32-0	7-0	27"	3'	2'		Vee	Sterling Dolphin	290	40	abdefghiklnopqsuvwyAFGHJKLQRSTU
BACKUS												
30' Seaskiff Cruiser...	6000	30'	8-0	30"	6'	3'-6"	6'-0"	Round	Optional		20	eqtwyFGLHLY
22' Seaskiff Runabout..	1600	22'	6½	18"	4'	2'6"		Round	Fay & Bowen	27	15	
BANFIELD												
28 Fishingboy.....	4200	26-0	7-6	24"	3-6	2-8		Flat	Kermath	100	20	abdefghiklnopqsuvwyAFGHJKLQRSTU
30 Cruiser.....	7200	30-0	8-10	30"	4-10	3"	6'-2"	Flat	Kermath (2)	70	22	abdefghiklnopqsuvwyAFGHJKLQRSTU
De Luxe 34.....	10250	34-0	9-10	30"	5-2	4'0"	6'-2"	Flat	Kermath (2)	200	25	abdefghiklnopqsuvwyAFGHJKLQRSTU
De Luxe 34.....	9200	34-0	9-10	30"	5-2	4'0"	6'-2"	Flat	Kermath (2)	70	18	abdefghiklnopqsuvwyAFGHJKLQRSTU
Fishing Boy 34.....	9250	34-0	9-10	30"	4-8	4-0	6'-2"	Flat	Hall Scott	200	25	abdefghiklnopqsuvwyAFGHJKLQRSTU
BELLE ISLE												
28 Runabout.....	6500	26-0	6-6	24"	32"	23"		Vee	Scripps	150	38	
30 Runabout.....	9500	30-0	7-0	26"	36"	24"		Vee	Hall Scott	200	40	
42 Cruiser.....	15000	42-0	11-0	3-10	5-6	3-10	6'-1"	Vee	Hall Scott	100	16	
BROOKS												
22½' Runabout.....	1200	22½	5-8	22"	2'3"	21"		Vee	Optional			
36½' Cruiser.....		36-8	9-10	34½"	5	3'6"	5'-8"	Vee	Optional			
BROWNBACK												
16, Sport.....	650	16-0	4-6	1½"	30"	10"		Flat	Anzani	9	14	
AM, 18 Runabout.....	1450	18-0	5-10	2"	30"	12"		Flat	Anzani	30	20	
AM, 24 Runabout.....	2450	24-0	6-0	12"	30"	12"		Flat	Anzani	80	40	
F, 33 Runabout.....	2650	33-0	9-0	4"				Flat	Hispano			
37 Water Bus.....	8000	37-0	11-0	8"	3'	18"		Flat	Swiss	180	50	
S, 53½ Water Bus.....	12500	52-5	16-5	8"	3-6	1-6		Flat	Brownback	90	25	
CHANCE												
36 Single.....	5500	36-0	9-0	2-5	4½"	3'	6'-2"	Round	Optional			abefpsuvwFHLQSU
36 Double Cabin.....	2000	36-4	9-0	2-6	4½"	3'	6'-2"	Round	Optional			abefpsuvwFHLQSU
32 Runabout.....	2250	32-0	6-0	18"	3'	22"		Round	Optional			abdefghiklnopqsuvwyAFGHJKLQRSTU
26 Runabout.....	1290	26-0	5-6	23"	30"	20"		Round	Gray	25	16	abdefghiklnopqsuvwyAFGHJKLQRSTU
CHRIS-CRAFT												
25'11½" Runabout.....	2900	25-11½	6-8	23"	34"	20"		Vee	Smith-Curtiss	100	35	abdefghiklnopqsuvwyAFGHJKLQRSTU
25'11½" Runabout.....	3200	25-11½	6-8	23"	34"	20"		Vee	Kermath	100	32	abdefghiklnopqsuvwyAFGHJKLQRSTU
25'11½" Runabout.....	3500	25-11½	6-8	23"	34"	20"		Vee	Kermath	150	40	abdefghiklnopqsuvwyAFGHJKLQRSTU
CONSOLIDATED												
Play Boat 34.....	11300	34-0	8-6	2-9				Round	Speedway	180	24	abdefghiklnopqsuvwyAFGHJKLQRSTU
CUTHBERT												
18' Runabout.....	780	18'	5-0	1'4"				Vee	Optional	12-30	25	defpqsuvwyGHJKLMQRSWXY
22' Runabout.....	985	22'	6-0	1'6"				Vee	Optional	12-50	25	defpqsuvwyGHJKLMQRSWXY
28' Cruiser.....	1980	28'	8-3	2"				Round	Kermath	20-25	10	defpqsuvwyGHJKLMQRSWXY
34' Cruiser.....	3400	34'	9-0	2'4"	5'3"	3'	5'-11"	Round	Kermath	35	12	defpqsuvwyGHJKLMQRSWXY
38' Cruiser.....	4900	38'	10-4	2'6"	5'6"	3'3"	6'-1"	Round	Kermath	65	12	defpqsuvwyGHJKLMQRSWXY
38' Cruiser.....	5200	38'	10-4	2'6"	4'4"	3'3"	6'-2"	Round	Kermath	65	12	defpqsuvwyGHJKLMQRSWXY
40' Cruiser.....	5800	40'	10-4	2'6"	5'4"	3'4"	6'-0"	Round	Kermath	65	12	defpqsuvwyGHJKLMQRSWXY
DODGE												
22'6" Runabout.....	2475	22-6	5-7½	20"	2'1"	1'10½"		Vee	Dodge	30-35	24	No data.
22'6" Runabout.....	2975	22-6	5-7½	20"	2'1"	1'10½"		Vee	Dodge-Curtiss	90-100	37	No data.
25'11" Runabout.....	3475	25-11	6-7½	24"	2'7½"	1'10½"		Vee	Dodge-Curtiss	90-100	35	No data.
DUNPHY												
26 Runabout.....	3150	26-0	6-6	22"	31"	21"		Vee	Kermath	100	30	acdeswyFMW
EVERETT HUNTER												
19'4" Runabout.....	1000	19-4	5-6	16"	26"	21"		Vee	Optional		18	ceuwX
22'6" Runabout.....	3000	22-6	6-6	22"	32"	24"		Round	Van Blerck	90-100	25	odefuvwyAFGHJKMQSWX
26' Runabout.....	2500	26-0	6-0	22"	30"	23"		Vee	Van Blerck	90	30	odefuvwyAFJMQSWX
33' Runabout.....	2000	23-0	6-0	20"	25"	22"			Van Blerck		20	ceuwFSX

Key to Equipment Symbols											
a—Anchor	j—Blankets	s—Bilge Pump	B—Tachometer	K—Bell	T—Dinghy						
b—Anchor Lines	k—Table Linen	t—Bailers	C—Motometer	L—Pilot Rules	U—Table						
c—Dock Lines	l—China	u—Whistle	D—Charts	M—Flags	V—Chairs						
d—Fenders	m—Glassware	v—Fire Extinguisher	E—Chart Case	N—Signal Code Flags	W—Floor Covering						
e—Cushions	n—Silverware	w—Running Lights	F—Windshield	O—Sails	X—Upholstery Inside						
f—Life Preservers	o—Galley Equip.	x—Searchlight	G—Awning or Top	P—Oil Skins	Y—Locker Space						
g—Mattresses	p—Stove	y—Electric Lights	H—Side Curtains	Q—Boat Hook							
h—Springs	q—Ice Box	z—Storage Battery	I—Compass	R—Boarding Ladder							
i—Bedding	r—Radio	A—Clock	J—Fog Horn	S—Tools							

\$100 For A PHOTOGRAPH

The winning picture may be
in your collection right now!

THREE prizes, \$100, \$25 and \$15 will be awarded for the three photographs which, in the opinion of special judges, best portray a Matthews 38-foot standardized cruiser in action. It may be shown in heavy weather, to illustrate its seaworthy qualities, or racing, cruising, or at anchor. In addition to the cash prizes One Dollar will be paid for each photograph submitted which is retained. There are no strings to this offer and anyone is eligible except persons connected with the Matthews manufacturing or sales organizations.

Interiors will also be considered. A real photo of the first mate forging pancakes for the Sunday morning breakfast would be quite sure to attract unusual attention.

Photos which show the personality of the Matthews "38" are what is wanted. This original 38-foot standardized cruiser has taken the boat buying public by storm because of its quality, completeness, comfort, and wonderful pleasure giving possibilities. Both the owners and ourselves are proud of these splendid cruisers which is why we want to make a special collection of their portraits.

Photographs must be sent direct to the Matthews Company before November 1.

Think what \$100 will buy!

The MATTHEWS COMPANY

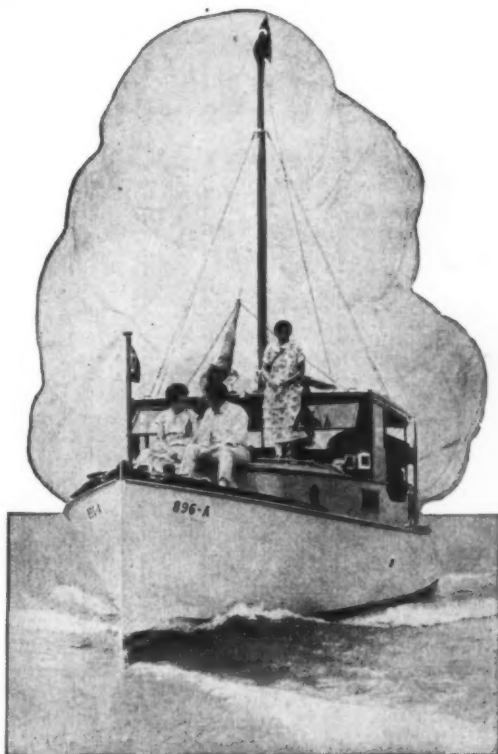
Designers and Builders of Boats of Distinction

PORT CLINTON, OHIO.

Distributors of Matthews Boats

Seaboard Ship Brokerage Corp., 212 South Olive St., West Palm Beach, Fla., and 3254 Michigan Ave., Chicago; Walter Morton Corp., 1043-1045 Commonwealth Ave., Boston, Mass., and 42 Franklin St., Providence, R. I.; Steven F. Murphy, Alexander Bldg., San Francisco, Cal.; F. W. Hardcastle, 210 South Ave., 57, Los Angeles, Cal.; Hacker & Fermann, Inc., 6304 E. Jefferson Ave., Detroit, Mich.; Mr. Volney E. Lacy, Charlotte Station, Rochester, N. Y.

of a
Matthews
"38"
in action



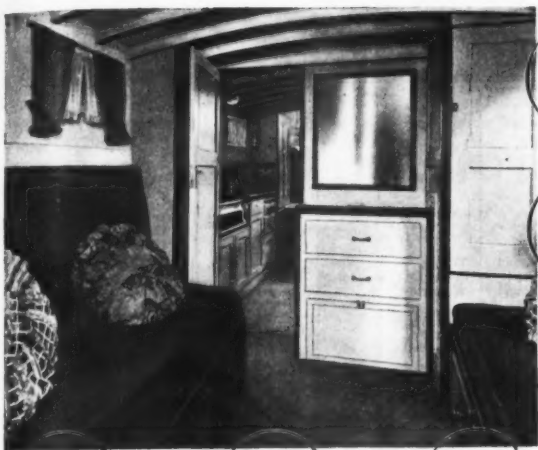
Your Summer Home Afloat

National Magazine of Motor Boating, 119 West 40th Street, New York When writing to advertisers please mention MOTOR BOATING, the

Standardized Boats—Prices—Sizes—Equipment

MAKE AND TYPE	Price	Length	Beam	Draft	Freeboard		Head-room	Bottom	Engine	Horse Power	Speed m.p.h.	STANDARD EQUIPMENT
					Forward	Aft						
FAY & BOWEN												
Junior 24.....		24-0	5-0	20"	31"	18"		Round	Fay & Bowen	27	17	cevwxyzFMQSWXY
27 Runabout.....		27-0	5-3	22"	33"	20"		Round	Fay & Bowen	45	20	cevwxyzFMQSWXY
Single Cockpit 70.....		30-0	6-4	23"	40"	24"		Round	Fay & Bowen	60	21	cevwxyzFMQSWXY
Double Cockpit 80.....		30-0	6-4	23"	35"	22"		Round	Fay & Bowen	60	21	cevwxyzFMQSWXY
FELLOWS & STEWART												
32' Cruiser.....	5250	32-0	10-0	2-6	5-2	3-4		Vee-Round	Kermath	35	10	abedfghpqrsuvwxyzFGHIJKLQRSUWXY
30' Runabout.....	3000	20-0	5-0	1-7	2-4	1-8		Round	Universal	26	18	abedfghpqrsuvwxyzFIJLQSY
FREE BOTTOM												
23'6" Runabout.....	3400	23'6"	7-5	7"	21"	11"		Vee	Curtiss ox-5	90	30	ceftvwxyzFQSVWY
GAR WOOD												
33 Baby Gar.....		33-0	6-10	30"					Gar Wood	400-500	60	acdfstuvwxyzBCFIKLSW
50' Cruiser.....		50-0	8-10	3.	6.	6	6'-0"	Vee	Gar Wood	400-500	45	abedfghpqrsuvwxyzBCFIKLMQSTUVWXY
GESSWEIN												
18 Runabout.....	1475	18'	4-10	18"	2	16"		Vee	Van Blerck	43	25	abesuvwxyzFMSW
18' Runabout.....	985	18'	4-10	18"	2'	16"		Vee		14	18	abesuvwxyzMW
GORDON												
35 Cruiser.....	6850	35-0	9-3	3-6	5-6	3-0	6'-2"	Round	Kermath	65	12	ghzxyzFGJKLQWXY
43 Cruiser.....	15000	43-0	10-6	3-6	5-10	3-3	6'-3	Round	Kermath	65	15	abedfghpqrsuvwxyzBFGHIJKLMQRUWXY
46 Cruiser.....	18000	46-0	10-6	3-6	5-10	3-3	6'-3	Round	Kermath	65	15½	abedfghpqrsuvwxyzBFGHIJKLMQRUWXY
GRAY												
28 Cruiser.....	3500	28'	8-8	2'8"	5'-6	3'-0	6'-6	Round	Fay & Bowen	25	9	ahedfghpqrsuvwxyzFGJKLQRUWXY
36' Cruiser.....	7500	36-0	9-0	2'9"	5'4"	3'6"	6'-0"	Round	Scripps	100	15	abedfghpqrsuvwxyzFGJKLQRUWXY
GREAT LAKES												
26 Sea Vill.....	7500	26-0	6-11½	3-2	5-9	3¼	6'-2"	Round	Kermath	35	10½	abedfghpqrsuvwxyzFGJKLQRUWXY
Runabout Special 28.....	3500	26-0	6-3¾	1-10	2-8½	1-8¾		Vee	Scripps 6	100	30	abedfghpqrsuvwxyzFGJKLQRUWXY
Fleetwood 28.....	3250	26-0	6-3¾	1-10	2-8½	1-8¾		Vee	Curtiss OX5	90	33	abedfghpqrsuvwxyzFGJKLQRUWXY
Fleetwood 30.....	8550	30-0	6-4½	2-2	2-7½	1-6¾		Vee	Hall Scott	200	40	abedfghpqrsuvwxyzBCFIKLMQSVWXY
GREBE												
60' Cruiser.....	35000	60-0	13-6¼	3-6	6-6	4-0	6'-4"	Round	Sterling	130	16	abedfghpqrsuvwxyzBCEFGHIJKLMQRS TUVWXY
GREENPORT												
28½' Utility Runabout.....	3600	28-8	6-3	1'8"	3'6"	2'3"		Round	Scripps F-6	50	20	abedfghpqrsuvwxyzGJKLQSVWY
38' Cruiser.....	7500	36-0	10	3'	5'4"	3'4"	6'-1	Round	Peerless	60	13	abedfghilmopqrsuvwxyzEFGHIJKLQRSU VWXY
HACKER-FERMANN												
Inc.												
25'10" Dolphin												
Runabout.....	4625	25-10	6-6	21"	30"	18"		Vee	Scripps	100-150	35	abedfghstvwxyzBFLMQSVWXY
21'10" Baby Dolphin												
Runabout.....	3095	21-10	5-10	20"	24"	16"		Vee	Scripps		32	abedfghstvwxyzFLMQSW
21'6" Runabout.....												
Tampa Baybie.....	3500	21-6	5-6	18"	22"	12"		Vee	Scripps, Jr.	100	40	abedfghstvwxyzBLS
55' Cruiser.....	30000	55-0	13-0	3'9"	6'8"	4'3"	6'-6"	Round	Optional	200	15	abedfghpqrsuvwxyzBEGHIJKLMQRSTU WXY
17' Pelican Runabout.....	1975	17-0	5-0	16"	19"	13"		Step		60	40	
INDIAN LAKE DART												
28 Runabout.....		26-0	6-3	24"	32"	19'		Vee	Optional		50	abedfghstvwxyzBFGMSWX
INTERNATIONAL												
33' Cruiser.....	4350	32-0	9-0	3'	5'6"	3'6"	6'-0"	Round	Kermath	35		
JARDINE												
24 Runabout.....	2700	24-0	6-6	24"	36"	28"		Flat	Gray	75	25	abedfghpqrsuvwxyzBCIJKLMQSTVWXY
35 Cruiser.....	9000	35-0	9-0	30"	40"	32"	6'-0"	Round	Fiat	300	32	abedfghstvwxyzBKLQWXY
JOHNSON												
35 Cruiser.....	4500	35-0	9-0	2-4	5-6	2-7	5'-11"	Round	Kermath	100	20	abedfghpqrsuvwxyzFGHIJKLMQRSWXY
29 Cruiser.....	2300	28-0	8-0	2-1	2-8	2-11	5'-11"	Round	Kermath	20	12	abedfghpqrsuvwxyzFGHIJKLMQRSWXY
22 Runabout.....	1000	22-0	6-0	20"	2-4	22"		Vee	Gray	25	15	abesuvwxyzJLQ
KARASZ & TROTTE												
18 Cruiser.....	1200	18-0	6-3	21"	4-0	2-7	5'-4"	Round	Universal	15	8½	abesvwxyzFQHL
KOTICK												
33 Cruiser.....	6050	32-0	9-0	20"	4-10	3-3	6'-2"	Flat	Kermath	100	18	abedfghilmopqrsuvwxyzCFGHIJKLMQRSU VWXY
LAWLEY												
68 Cruiser.....		69-0	12-6	3-8	7-4½	3-8	6'-3½"	Round	2 Sterling	225	22	abedfghpqrsuvwxyzBFGHIJKLQRSTUWY
33 Cruiser.....		38-0	10-4	2-9	4-9½	2-11	6'-1"	Round	Scripps	100	15	abedfghpqrsuvwxyzBFGHIJKLQRSUWY
LIGGETT												
34' Cruiser.....	6500	34-0	9-0	3'	6'	3'6"	6'-2"	Vee	Kermath	65	14	abedfghpqrsuvwxyzBFGHIJKLMQRST UVWXY
40' Cruiser.....	9500	40-0	10-2	3'	6'	3'6"	6'-2"	Vee	Kermath	65	13	abedfghpqrsuvwxyzBFGHIJKLMQRSTU WXY
MATTHEWS												
32' Cruiser.....	6500	38-0	11-0	3-0	4-10	3-1		Round	Optional	70	12	abedfghpqrsuvwxyzFGHIJKLMOSUWXY
32' Special.....	8000	38-0	11-0	3-2	4-10	3-1		Round	Optional	70	11	abedfghpqrsuvwxyzFGHIJKLMOSUWXY
MULLINS												
16' Runabout.....	290	16-0	4-0	12"				Round	Lockwood-Ash		3	
18' Leader Runabout.....	735	18-0	4-9	15"				Round	Universal		12	
18' Special Runabout.....	675	18-0	4-9	14"				Round	Universal		12	
NOCK												
36' Cruiser.....	8000	36-0	10-0	2-10	5-10	2-9		Vee	Rad Wing	40	10	abedfghpqrsuvwxyzFGHIJKLQSW
PETERBOROUGH												
24 Runabout.....	1495	24-0	5-6	24"	32"	22"		Round	St. Lawrence	20	13	bedfghstvwxyzEFGHQSXY

a—Anchor	j—Blankets	s—Bilge Pump	B—Tachometer	K—Bell	T—Dinghy
b—Anchor Lines	k—Table Linen	t—Ballers	C—Motometer	L—Pilot Rules	U—Table
c—Dock Lines	l—China	u—Whistle	D—Charts	M—Flags	V—Chairs
d—Fenders	m—Glassware	v—Fire Extinguisher	E—Chart Case	N—Signal Code Flags	W—Floor Covering
e—Cushions	n—Silverware	w—Running Lights	F—Windshield	O—Sails	X—Upholstery Inside
f—Life Preservers	o—Galley Equip.	x—Searchlight	G—Awning or Top	P—Oil Skins	Y—Locker Space
g—Mattresses	p—Stove	y—Electric Lights	H—Side Curtains	Q—Bent Hook	
h—Springs	q—Ice Box	z—Storage Battery	I—Compass	R—Boarding Ladder	
i—Bedding	r—Radio	A—Clock	J—Fog Horn	S—Tools	



LIVABLE

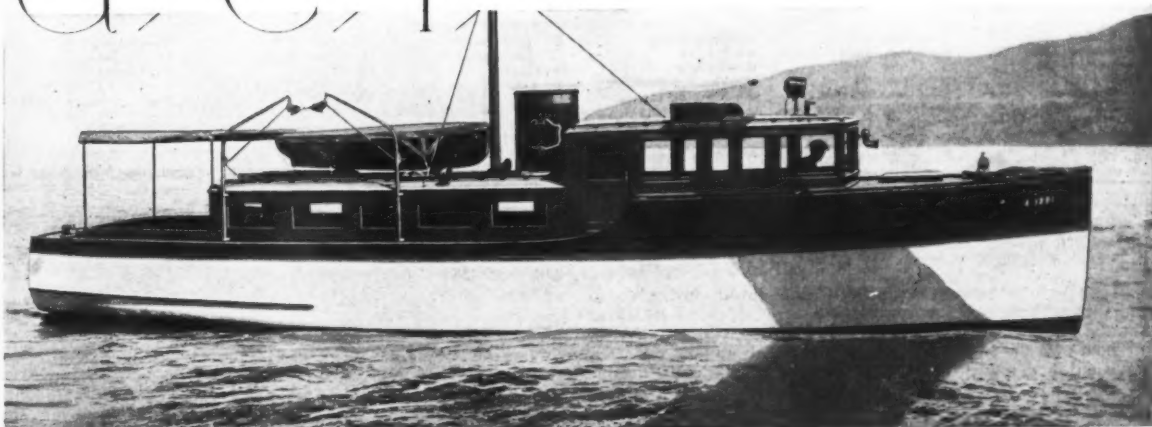
Mere dimensions no longer are the measure of yachting luxury and comfort. Try to gauge the overall of an a. c. f. cruiser from the expansive cabin or from the sleeping quarters! See whether such *livableness* on the water has ever been encompassed by lines so rakish. Nothing less than the far-flung resources of a. c. f. could have done it. And then it took literally years of foresight.

Now all the benefits of the one exclusive form of recreation are open to those who seek their adventure in fine relaxation. Included is the capability of a 100 horsepower Hall-Scott engine, typical of the character and utter assurance reflected by every specification of these craft.

Early inquiry is wise, for prompt delivery, completely Ready-to-Cruise.

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SUITE 826, 100 EAST 42ND STREET

a. c. f. Cruisers are built by American Car and Foundry Company at their Wilmington Shipyard



Shown above is the a. c. f. 47-ft. Cruiser. Other interesting models include the 40-ft. Bridge Deck Individual Cabin Cruiser, and the 35-ft. Raised Deck type. When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

Standardized Boats—Prices—Sizes—Equipment

MAKE AND TYPE	Price	Length	Beam	Draft	Freeboard		Head-room	Bottom	Engine	Horse Power	Speed m.p.h.	STANDARD EQUIPMENT
					Forward	Aft						
PIONEER 35' Cruiser.....	5500	35-0	9-0	3-0				Round-Vee	Kermath	50	12	abdefghjopqsuvwyzFGHIJLMQRSTUVWXY
PURDY 20' Biscayne Babies.....	2800	20-0	5-6	2-6				Vee	Scripps	100	40	abctvzBLS
RED BANK 30' Cruiser.....	5000	30-0	8-6	2'6"	4'6"	2'6"	6'-2"	Flat				No data.
RICHARDSON 23 Cruiser.....	1750	23-0	8-0	2-3	4-9	3-0	5'-6"	Round Vee	Gray Z	25	9	abcefgosuvwyzGHIJLMQY
24 Runabout.....	3800	26-0	6-9	2'4"	2-10	1-10		Vee	Kermath	100	30	abcevwyzFLMQW
34 Cruiser.....	5200	34-0	9-0	3-0	5-6	3-6	6'-1"	Round	Kermath	35	11	abcefgopqsuvwyzFGHIJLMQWXY
ROCHESTER 24' Runabout.....		24-0	6-0	2'3"				Vee	Scripps		35	No data.
28'9" Sport Runabout.....		28-9	6-4	2'1"					Hall-Scott	200	40	No data.
30'9" Super Sport Runabout.....		30-9	6-4	2'2"				Vee	Optional		50	No data.
33' Trunk Cabin Cruiser.....		33-0	9-3	2'9"			6'-1"	Vee	Optional		15	No data.
36'3" Double Cabin Cruiser.....		36-3	9-6	2'11"			6'-1"	Vee	Optional		22	No data.
38'3" Single Cabin Cruiser.....		38-3	9-6	2'11"			6'-1"	Vee	Optional		22	No data.
40' Cruiser.....		40-0	10-0	3'			6'-1"	Vee	Optional		25	No data.
40' DeLuxe Fisherman Cruiser.....		40-0	10-0	2'9"			6'-2"	Vee	Optional		30	No data.
45' Cruiser.....		45-0	10-10	3'			6'-2"	Vee	Optional		25	No data.
48'11" Cruiser.....		48-11	11-2	3'1"			6'-3"	Vee	Optional		25	No data.
50' Cruiser.....		50-0	12-40	3'			6'-3"	Vee	Optional		22	No data.
55'5" Cruiser.....		55-5	12-10	3'6"			6'-4"	Vee	Optional		22	No data.
SANDUSKY 18 Runabout.....	1200	18-0	4-10	16"	22"	20"		Vee	Roberts	35	25	cfvwyzJLQW
SAFE BOATS, Inc. 33' Cruiser.....		32-2	9-0	2-10	5-6	3-4		Round	Erd (2)	42	12	abcefgpqsuvwyzFGJKLSWY
SCHILLO 20' Runabout.....	6500	25-10	6-7	1-10	2-4	10 1/2"		Vee	Schillo	220	50	bdefvwxzJMQSWXY
21' Runabout.....	3250	21-9	5-10	1-10	2-2	1-8		Vee	Schillo	100	35	bdefvwxzBCJMQSWXY
SEA BRIGHT 35' Cruiser.....	8000	35-0	10-6	2'	5'6"	3'0"	6'-1"	Round	Continental VanBlerck (2)	18-50		
17' Skiff Runabout.....	895	17-0	4-10	15"	2'3"	20"		Flat	Niagara	15		
SEA SLED 22' Sedan.....		23-0	6-0	1-0				Spec.	Optional		30	abdefvuwzBLQSW
26' Sedan.....		26-0	7-0	1-3				Spec.	Hall-Scott	200	40	abdefvuwzBLQSW
SMITH WILLIAMS 60 Cruiser.....		60-0	14-0	3-6	7-0	3-0	6'-2"	Round	Lathrop	65	11	abcefgpqsuvwyzBEGJLQRSTU
SOUND 23 Cruiser.....	3950	28-0	8-0	1-8	4-8	2-8	5'-6"	Round	Buffalo	30	12	efopqswyzDEGHJLMY
28 Runabout.....	1475	20-0	5-10	1-3	2-9	2-0		Round	Gray	22	16	efDLMY
TOPPAN 22' Sea Dog Runabout.....	3050	22-0	6-0	20"	30"	20"		Vee	Optional	55-115	30	No data.
23'2" Sea Crest Cruiser.....	5150	29-2	7-6	24"	3'	3'	6'-2"	Vee	Optional	55-115	25	No data.
VENTNOR 25' Runabout.....	2250	25-0	6-0	20"	21 1/2'	2'		Vee	Cont. Van Blerck	50	24	abcefvwyzBMQSVWY
WANAMAKER 38 Cruiser.....	8750	38-0	10-4	2-9	5-0	3-0	6'-2"	Round	Hall-Scott	100	14	No data available.
WHEELER 25 Skiff.....	1950	25-0	6-8	26"	3-6	2-6		Round	Scripps	70	18	No data.
28 Skiff.....	2225	28-0	8-0	26"	4-0	3-0		Vee	Scripps	70	15	No data.
33 Cruiser.....	3750	28-0	8-9	30"	4-0	3-0	5'-11"	Vee	Scripps	65	16	No data.
WINSLOW 40' Cruiser.....	6500	40-0	10-6	3-10	6-0	3-6		Bilge	Kermath	50	10 1/2	abcefgpqsuvwyzEGLJKLQRSUWXY
18' Runabout.....	250	18-0	4-6	0-10	2-11	1-9		Round	Outboard	3		

Key to Equipment Symbols											
a—Anchor	j—Blankets	s—Bilge Pump	B—Tachometer	K—Bell	T—Dinghy						
b—Anchor Lines	k—Table Linen	t—Bailers	C—Motometer	L—Pilot Rules	U—Table						
c—Dock Lines	l—China	u—Whistle	D—Charts	M—Flags	V—Chairs						
d—Fenders	m—Glassware	v—Fire Extinguisher	E—Chart Case	N—Signal Code Flags	W—Floor Covering						
e—Cushions	n—Silverware	w—Running Lights	F—Windshield	O—Sails	X—Upholstery Inside						
f—Life Preservers	o—Galley Equip.	x—Searchlight	G—Awning or Top	P—Oil Skins	Y—Locker Space						
g—Mattresses	p—Stove	y—Electric Lights	H—Side Curtains	Q—Boat Hook							
h—Springs	q—Ice Box	z—Storage Battery	I—Compass	R—Boarding Ladder							
i—Bedding	r—Radio	A—Clock	J—Fog Horn	S—Tools							

(Continued on page 178)

The Stock Boat

(Continued from page 58)

Most popular among the boat buying public during recent years have been the lap strake, sea skiff types of fast runabouts and cruisers. There is something about this type of boat which seems to appeal to the boatman, and they have enjoyed unprecedented prosperity. Among the leaders of this type are the Banfield Sea Skiffs, built in several different sizes and types, the Red Bank cruisers, as well as several others of a similar nature. Among the larger types of cruisers which are available for the purchaser are the big ones, as built by the Elco Company of Bayonne, and the 47 foot ACF cruiser, distributed by S. Clyde Kyle.

The Richardson Boat Company, North Tonawanda, N. Y., turn

out a very substantial 34 foot cruiser, and the Matthews Company at Port Clinton, Iowa, whose 38 foot single and double cabin boats have had a wonderful appeal to boatmen in all sections of the country. The Greenport Yacht Basin & Construction Company in their 36 foot cruiser have turned out an ideal cruising boat, which has ample accommodations for its size, and is fast enough to suit every purpose. More recently the John Wanamaker stores in both New York and Philadelphia have announced their plans of entering the motor boat markets with their J. W. 38 cruiser. This boat is a very substantial and attractive job, and we can predict

(Continued on page 190)

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Richardson

BOATS



Sixteen-Foot Racing Sloop

A fast, seaworthy and easily handled Marconi rigged sloop designed by Ralph Winslow. Non-Capsizable. Non-Sinkable. This boat is very popular for class and inter-club racing. L.O.A., 16'. L.W.L., 12'2 1/2". Beam, 5'7 1/2". Draft, 3'3". Sail area, 157.5 sq. ft. Ballast on keel, 600 lbs. Several prominent clubs have a fleet of these boats. Price, \$600 complete.



RICHARDSON Standard Cruiser

In this handsome cruiser you have utility, comfort, safety and beauty combined at a price so low as to make it the most extraordinary value ever offered in completely equipped cruisers. Point for point it is designed and built to outlast boats costing more than double its price. It has full accommodations to provide for four people on an extended cruise.

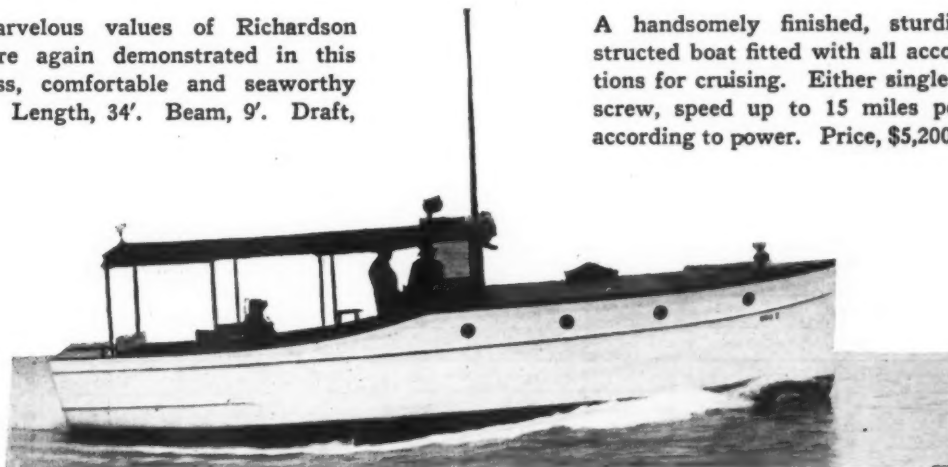
SPECIFICATIONS

Length, 23'; beam, 8'; draft, 2'3"; headroom, 5'6". Raised deck. Round bottom. Motor: Gray Model "Z" marine engine. Speed: 9 miles. Equipment: Electric lights, starter and generator, galley and toilet equipment, side curtains, cushions, flags, mooring lines, anchor, etc. Ready to cruise. Price, \$1,750.

RICHARDSON Thirty-Four Foot Cruiser

The marvelous values of Richardson boats are again demonstrated in this high-class, comfortable and seaworthy cruiser. Length, 34'. Beam, 9'. Draft, 2'9".

A handsomely finished, sturdily constructed boat fitted with all accommodations for cruising. Either single or twin screw, speed up to 15 miles per hour, according to power. Price, \$5,200 and up.



Write today for further particulars on any of these boats.

RICHARDSON BOAT CO., Inc., North Tonawanda, N. Y.

CRUISERS

AUXILIARIES

RUNABOUTS

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Structural and Mechanical Specifications of Standardized Boats

MAKE AND TYPE	Staterooms	Berths	Cabin	Toilet	Wash Basin	Construction	Frames and Spacing	Keel	Planking	Fastenings	Trim	Rudder	ENGINE					Location	Propeller	Shaft	Stuffing Box	Fuel Capacity Gallons	Water Capacity Gallons	Storage Battery Capacity	Separate Generator		
													Make	Horsepower	Bore and Stroke	Revolutions	Weight										
FAY & BOWEN 21' Runabout 22' Runabout 23' Runabout 24' Runabout 25' Runabout						Smooth	Bent 9/16x3 1/2" Bent 3/4x3 1/2" Bent 1 1/8x3 1/2" Bent 1 1/4x3 1/2" Bent 1 1/2x3 1/2"	6" Oak 1 1/2x3 1/2" 6" Oak 1 1/2x3 1/2" 6" Oak 1 1/2x3 1/2" 6" Oak 1 1/2x3 1/2" 6" Oak 1 1/2x3 1/2"	Mahogany Mahogany Mahogany Mahogany Mahogany	Brass Brass Brass Brass Brass	Mahogany Mahogany Mahogany Mahogany Mahogany	Brass Brass Brass Brass Brass	Fay & Bowen Fay & Bowen Fay & Bowen Fay & Bowen Fay & Bowen	27 45 60 60 60	3 1/2x4 1/2 3 1/2x4 1/2 3 1/2x4 1/2 3 1/2x4 1/2 3 1/2x4 1/2	1500 1400 1400 1400 1400	500 800 800 800 800	17 20 21 21 21	Forward Forward Forward Forward Midship	14x16 16x20 16x20 16x20 18x22	SAE 1 1/2" SAE 1 1/2" SAE 1 1/2" SAE 1 1/2" SAE 1 1/2"	Inboard Inboard Inboard Inboard Inboard	20 25 30 35 35	6 6 6 6 6	Exide Exide Exide Exide Exide		
FELLOWS & STEWART 21' Runabout 22' Runabout 23' Runabout 24' Runabout 25' Runabout						Smooth	Bent 1 1/8x2 1/2" Bent 1 1/4x2 1/2" Bent 1 1/2x2 1/2" Bent 1 1/4x2 1/2" Bent 1 1/2x2 1/2"	12" 5x5" Fir 1 1/2x3 1/2" Oak 1 1/2x3 1/2" Oak 1 1/2x3 1/2" Oak 1 1/2x3 1/2" Oak	1" Fir 1 1/2" Spruce 1 1/2" Spruce 1 1/2" Spruce 1 1/2" Spruce	Galvanized Galvanized Galvanized Galvanized Galvanized	Mahogany Mahogany Mahogany Mahogany Mahogany	Wood Brass Brass Brass Brass	Kermath Universal Universal Universal Universal	35 26 26 26 26	4 1/2x5 1/2 3 1/2x4 1/2 3 1/2x4 1/2 3 1/2x4 1/2 3 1/2x4 1/2	1100 1500 1500 1500 1500	950 425 425 425 425	10 18 18 18 18	Galley Midship Midship Midship Midship	Hyde 19x14 Hyde Hyde Hyde Hyde	1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2"	Outboard Inboard Inboard Inboard Inboard	130 30 30 30 30	55 55 55 55 55			
FREE BOTTOM 21' Runabout 22' Runabout 23' Runabout 24' Runabout 25' Runabout						Seam Batten	Sawn Sawn Sawn Sawn Sawn	12" Oak 12" Oak 12" Oak 12" Oak 12" Oak	Mahogany Mahogany Mahogany Mahogany Mahogany	Brass Brass Brass Brass Brass	Mahogany Mahogany Mahogany Mahogany Mahogany	Galvanized Galvanized Galvanized Galvanized Galvanized	Curtiss Curtiss Curtiss Curtiss Curtiss	90 45 45 45 45	4x5 4x5 4x5 4x5 4x5	1450 1450 1450 1450 1450	450 30 30 30 30			8"							
GEISSWEIN 18' Sport 19' Sport 20' Sport 21' Sport 22' Sport						Seam Batten	Sawn 1 1/2x2 1/2" Sawn 1 1/4x2 1/2" Sawn 1 1/2x2 1/2" Sawn 1 1/4x2 1/2" Sawn 1 1/2x2 1/2"	30" Oak 1 1/2x3 1/2" 30" Oak 1 1/2x3 1/2" 30" Oak 1 1/2x3 1/2" 30" Oak 1 1/2x3 1/2" 30" Oak 1 1/2x3 1/2"	Mahogany Mahogany Mahogany Mahogany Mahogany	Brass Brass Brass Brass Brass	Mahogany Mahogany Mahogany Mahogany Mahogany	Brass Brass Brass Brass Brass	Van Blerck Van Blerck Van Blerck Van Blerck Van Blerck	43 14 14 14 14	2 1/2x4 1/2 3 1/2x4 1/2 3 1/2x4 1/2 3 1/2x4 1/2 3 1/2x4 1/2	1050 1200 1200 1200 1200	525 350 350 350 350	25 18 18 18 18	Midship Midship Midship Midship Midship	14x12 14x12 14x12 14x12 14x12	1" 1" 1" 1" 1"	Inboard Inboard Inboard Inboard Inboard	25 10 10 10 10	6-volts 6-volts 6-volts 6-volts 6-volts			
GORDON 21' Runabout 22' Runabout 23' Runabout 24' Runabout 25' Runabout						Smooth	Bent 2 1/2x2 1/2" Bent 2 1/2x2 1/2" Bent 2 1/2x2 1/2" Bent 2 1/2x2 1/2" Bent 2 1/2x2 1/2"	6" Oak 4x8 6" Oak 4x8 6" Oak 4x8 6" Oak 4x8 6" Oak 4x8	Cedar 1" Cedar 1" Cedar 1" Cedar 1" Cedar 1"	Brass Brass Brass Brass Brass	Mahogany Mahogany Mahogany Mahogany Mahogany	Brass Brass Brass Brass Brass	Kermath Kermath Kermath Kermath Kermath	65 65 65 65 65	4 1/2x5 1/2 4 1/2x5 1/2 4 1/2x5 1/2 4 1/2x5 1/2 4 1/2x5 1/2	1100 1500 1500 1500 1500	1200 1500 1500 1500 1500	12 15 15 15 15	Midship Midship Midship Midship Midship	Hyde 24x18 Hyde 24x18 Hyde 24x18 Hyde 24x18 Hyde 24x18	1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2"	Inboard Inboard Inboard Inboard Inboard	106 200 200 200 200	53 150 150 150 150	6-100a.b. 6-200a.b. 6-200a.b. 6-200a.b. 6-200a.b.	Homelite	
GRAY 21' Runabout 22' Runabout 23' Runabout 24' Runabout 25' Runabout						Smooth	Bent 1 1/2x1 1/2" Bent 1 1/4x1 1/2" Bent 1 1/2x1 1/2" Bent 1 1/4x1 1/2" Bent 1 1/2x1 1/2"	Oak 3" Oak 3" Oak 3" Oak 3" Oak 3"	Pine 1" Mahogany Mahogany Mahogany Mahogany	Galvanized Brass Brass Brass Brass	Mahogany Mahogany Mahogany Mahogany Mahogany	Brass Wood Wood Wood Wood	Fay & Bowen Scripps Scripps Scripps Scripps	25 100 100 100 100	3 1/2x4 1/2 4 1/2x5 1/2 4 1/2x5 1/2 4 1/2x5 1/2 4 1/2x5 1/2	6000 2200 2200 2200 2200	700 750 750 750 750	9 15 15 15 15	Midship Midship Midship Midship Midship	Hyde Hyde Hyde Hyde Hyde	1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2"	Inboard Inboard Inboard Inboard Inboard	80 100 100 100 100	25 40 40 40 40			
GREAT LAKES 21' Runabout 22' Runabout 23' Runabout 24' Runabout 25' Runabout						Smooth	Bent 1 1/2x1 1/2" Bent 1 1/4x1 1/2" Bent 1 1/2x1 1/2" Bent 1 1/4x1 1/2" Bent 1 1/2x1 1/2"	Oak 4" Oak 4" Oak 4" Oak 4" Oak 4"	Cedar 1 1/2" Cedar 1 1/2" Cedar 1 1/2" Cedar 1 1/2" Cedar 1 1/2"	Galvanized Brass Brass Brass Brass	Mahogany Mahogany Mahogany Mahogany Mahogany	Brass Wood Wood Wood Wood	Kermath Scripps Scripps Scripps Scripps	35 100 100 100 100	4 1/2x5 1/2 3 1/2x4 1/2 3 1/2x4 1/2 3 1/2x4 1/2 3 1/2x4 1/2	900 2200 2200 2200 2200	950 750 750 750 750	10 1/2 33 33 33 33	Midship Midship Midship Midship Midship	21x19 14x18 14x18 18x24 18x28	1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2"		124 56 56 79 79	47 80a.b. 80a.b. 130a.b. 130a.b.			
GREBE 21' Runabout 22' Runabout 23' Runabout 24' Runabout 25' Runabout						Smooth	Bent 1 1/2x2 1/2" Bent 1 1/4x2 1/2" Bent 1 1/2x2 1/2" Bent 1 1/4x2 1/2" Bent 1 1/2x2 1/2"	Oak 3" Oak 3" Oak 3" Oak 3" Oak 3"	Cedar 1 1/2" Cedar 1 1/2" Cedar 1 1/2" Cedar 1 1/2" Cedar 1 1/2"	Brass Brass Brass Brass Brass	Mahogany Mahogany Mahogany Mahogany Mahogany	Brass Wood Wood Wood Wood	Sterling Scripps Scripps Scripps Scripps	130 50 50 50 50	5 1/2x6 1/2 3 1/2x5 1/2 3 1/2x5 1/2 3 1/2x5 1/2 3 1/2x5 1/2	1200 1650 1650 1650 1650	2400 750 750 750 750	16 30 30 30 30	Midship Bridge deck Cockpit Cockpit Cockpit	24x20 Hyde 18x16 24x20 24x20 24x20	1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2"		570 36 36 36 36	226 120 120 120 120	180a.b. 6-50a.b. 6-50a.b. 6-50a.b. 6-50a.b.	Globe 1000w. 32v.	
GREENPORT 21' Runabout 22' Runabout 23' Runabout 24' Runabout 25' Runabout						Smooth	Bent 1 1/2x1 1/2" Bent 1 1/4x1 1/2" Bent 1 1/2x1 1/2" Bent 1 1/4x1 1/2" Bent 1 1/2x1 1/2"	Oak 1 1/2x3 1/2" Oak 1 1/2x3 1/2" Oak 1 1/2x3 1/2" Oak 1 1/2x3 1/2" Oak 1 1/2x3 1/2"	Cedar 3/4" Cedar 3/4" Cedar 3/4" Cedar 3/4" Cedar 3/4"	Brass Brass Brass Brass Brass	Mahogany Mahogany Mahogany Mahogany Mahogany	Brass Wood Wood Wood Wood	Scripps Scripps Scripps Scripps Scripps	50 50 50 50 50	3 1/2x5 1/2 3 1/2x5 1/2 3 1/2x5 1/2 3 1/2x5 1/2 3 1/2x5 1/2	1650 1000 1000 1000 1000	750 1200 1200 1200 1200	30 13 13 13 13	Bridge deck Cockpit Cockpit Cockpit Cockpit	Hyde 18x16 24x20 24x20 24x20 24x20	1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2"	Inboard Inboard Inboard Inboard Inboard	36 120 120 120 120	70 70 70 70 70	6-50a.b. 6-50a.b. 6-50a.b. 6-50a.b. 6-50a.b.		
HACKER & FERRIS 21' Runabout 22' Runabout 23' Runabout 24' Runabout 25' Runabout						Smooth	Bent 1 1/2x1 1/2" Bent 1 1/4x1 1/2" Bent 1 1/2x1 1/2" Bent 1 1/4x1 1/2" Bent 1 1/2x1 1/2"	Oak 2x4 Oak 1 1/2x3 1/2" Oak 1 1/2x3 1/2" Oak 1 1/2x3 1/2" Oak 1 1/2x3 1/2"	7/10" 3/8" 3/8" 3/8" 3/8"	Brass Brass Brass Brass Brass	Mahogany Mahogany Mahogany Mahogany Mahogany	Brass Wood Wood Wood Wood	Scripps Scripps Scripps Scripps Scripps	150 100 100 100 100	3 1/2x5 1/2 3 1/2x5 1/2 3 1/2x5 1/2 3 1/2x5 1/2 3 1/2x5 1/2	2000 2200 2200 2200 2200	1100 750 750 750 750	35 40 40 40 40	Midship Midship Midship Midship Midship	15x20 14x16 14x16 15x20 15x20	1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2"	Inboard Inboard Inboard Inboard Inboard	44 22 22 22 22	44 22 22 22 22	yes 32v. yes 32v. yes 32v. yes 32v. yes 32v.		
HUNTER 19' Runabout 21' Runabout 22' Runabout 23' Runabout 24' Runabout 25' Runabout						Smooth	Bent 1 1/2x1 1/2" Bent 1 1/4x1 1/2" Bent 1 1/2x1 1/2" Bent 1 1/4x1 1/2" Bent 1 1/2x1 1/2"	1 1/2x6 1 1/2x6 1 1/2x6 1 1/2x6 1 1/2x6	Cedar Cedar Cedar Cedar Cedar	Brass Brass Brass Brass Brass	Mahogany Mahogany Mahogany Mahogany Mahogany	Galvanized Galvanized Galvanized Galvanized Galvanized	Van Blerck Van Blerck Van Blerck Van Blerck Van Blerck	120 90 90 90 90	3 1/2x5 1/2 3 1/2x5 1/2 3 1/2x5 1/2 3 1/2x5 1/2 3 1/2x5 1/2	1500 1125 1125 1125 1125	18 25 25 25 25	Midship Midship Midship Midship Midship	18" 16" 16" 16" 16"	1" 1 1/2" 1 1/2" 1 1/2" 1 1/2"	In. & O' b'd Inboard Inboard Inboard In. & O' b'd	15 40 25 20 20	80a.b. 120a.b. 120a.b. 80a.b. 80a.b.				
INTERNATIONAL 21' Runabout 22' Runabout 23' Runabout 24' Runabout 25' Runabout						Smooth	Bent 1 1/2x1 1/2" Bent 1 1/4x1 1/2" Bent 1 1/2x1 1/2" Bent 1 1/4x1 1/2" Bent 1 1/2x1 1/2"	Oak 4x12" Oak 4x12" Oak 4x12" Oak 4x12" Oak 4x12"	Fir 3/4" Fir 3/4" Fir 3/4" Fir 3/4" Fir 3/4"	Galvanized Galvanized Galvanized Galvanized Galvanized	Mahogany Mahogany Mahogany Mahogany Mahogany	Galvanized Galvanized Galvanized Galvanized Galvanized	Kermath Kermath Kermath Kermath Kermath	35 35 35 35 35	4 1/2x5 1/2 4 1/2x5 1/2 4 1/2x5 1/2 4 1/2x5 1/2 4 1/2x5 1/2	900 1050 1050 1050 1050	12 12 12 12 12	Cockpit Cockpit Cockpit Cockpit Cockpit	22x16 22x16 22x16 22x16 22x16	1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2"	Inboard Inboard Inboard Inboard Inboard	60 60 60 60 60	40 40 40 40 40	6v.			
INDIAN LAKE 21' Runabout 22' Runabout 23' Runabout 24' Runabout 25' Runabout						Smooth	Bent 1 1/2x1 1/2" Bent 1 1/4x1 1/2" Bent 1 1/2x1 1/2" Bent 1 1/4x1 1/2" Bent 1 1/2x1 1/2"	Oak 1 1/2x4 Oak 1 1/2x4 Oak 1 1/2x4 Oak 1 1/2x4 Oak 1 1/2x4	Mahogany Mahogany Mahogany Mahogany Mahogany	Brass Brass Brass Brass Brass	Brass Brass Brass Brass Brass	Optional Optional Optional Optional Optional	60 75 300 300 300	3 1/2x5 1/2 3 1/2x5 1/2 6.3x7.1 6.3x7.1 6.3x7.1	1850 1650 1625 1625 1625	25 32 32 32 32	Midship Midship Midship Midship Midship	Columbian Columbian Columbian Columbian Columbian	1 1/2" 1 1/2" 1 1/2" 1 1/2" 1 1/2"	Outboard Outboard Outboard Outboard Outboard	60 200 30 30 30	120a.b. 250a.b. 250a.b. 250a.b. 250a.b.	Yes				

Elco Construction + Gray Power = Supreme Comfort

Rare comfort, positive peace of mind, and uninterrupted pleasure are well assured to the owner of the ELCO "TWENTY-SIX," powered with the GRAY Z.

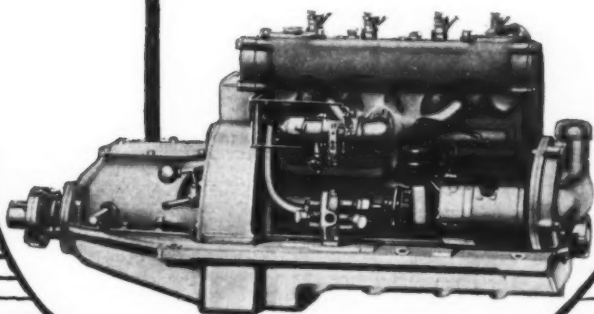
This fine four-cylinder power plant was standard equipment on the first "TWENTY-SIX" built. How well this good motor has served this good boat may be judged by the fact that a recent order from ELCO for the GRAY Z was the largest order ever placed for this size of marine motor.

[The GRAY Model Z Marine Motor is the shortest, lightest and cleanest motor in its power class.]

Prices and data from the

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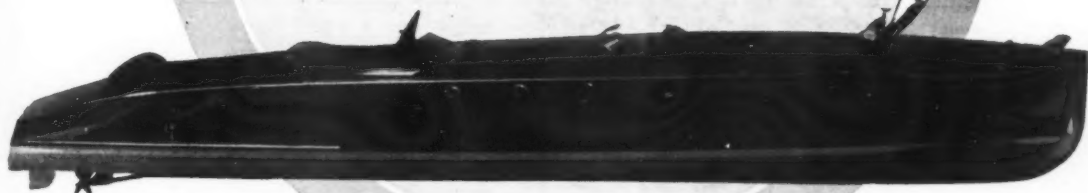
Gray
marine motors
comfort

Structural and Mechanical Specifications of Standardized Boats

MAKE AND TYPE	Staterooms	Berths	Galley	Toilet	Wash Basin	Construction	Frames and Spacing	Keel	Planking	Fastenings	Trim	Rudder	ENGINE					Location	Propeller	Shaft	Stuffing Box	Fuel Capacity Gallons	Water Capacity Gallons	Storage Battery	Separate Generator	
													Make	Horsepower	Bore and Stroke	Revolutions	Weight									Boat Speed
JOHNSON 35' Cruiser 28' Cruiser 28' Runabout	1 1 1	3-6'x12'3" 4	1 1 1	1 1 1	1 1 1	Smooth Smooth Smooth	Bent 1 1/2 x 1 1/2" Oak 4x6 Sawn 11' x 11'	11" Oak 4x6 Oak 1 1/2 x 2 1/2"	Cedar 7/8" Cedar 1 1/2" Cedar 3/4"	Br & C p r Copper Copper	Mahogany Mahogany Mahogany	Brass Brass Brass	Kernath Kernath Gray	100 90 25	4 3/8 x 5 1/4" 4 1/2 x 5 1/4" 3 3/4 x 4	1800 1200 2000	1075 535 385	30 12 15	Midship	20"	1 1/2" 1"	In. & O' b'd In. & O' b'd	60 30 18	60 6"	6v.	
KOTICK 28' Cruiser	1	4-6'x24'5"	4'x 17 1/2"			Lap Strake	Bent 1 1/2 x 1 1/2"	9' Spruce 2 1/2 x 3"	Cedar 3/4"	Br & C p r Copper	Mahogany	Brass	Kernath	100	4 3/8 x 5 1/4"	1850	1075	18	Center	18x14	1 1/4"	Inboard	90	50	160a.h.	
KARASZ & TROTTE 18' Cruiser	1	2-2'x8'	1	1	1	Smooth	Sawn 3/4 x 2"	18" Oak 1 1/2"	Cedar 3/4"	Brass	Mahogany	Wood	Universal	15	2 1/2 x 4"	2000	330	8 1/2	Midship	13x14	1 1/8"	Inboard	10			
S. CLYDE KYLE 35' Cruiser 35' Cruiser 41' Cruiser 47' Cruiser 25' Runabout	1 1 2 2 1	4-6'x4" 8-6'x3" 7-6'x4"	1 1 1 1	1 1 1 1	1 1 1 1	Smooth Smooth Smooth Smooth	Bent 1 1/2 x 1 1/2" Bent 1 1/2 x 1 1/2" Bent 1 1/2 x 1 1/2" Bent 1 1/2 x 1 1/2"	Pine 3 1/2" Pine 1 1/2" Pine 1 1/2" Pine 1 1/2"	Galvanized Galvanized Galvanized Copper	Mahogany Mahogany Mahogany Mahogany	Brass Brass Brass Brass	Hall-Scott Hall-Scott Hall-Scott Hall-Scott	70 70 100 70	4 3/8 x 5 1/4" 4 3/8 x 5 1/4" 4 3/8 x 5 1/4" 4 3/8 x 5 1/4"	1800 1800 1800 1700	1400 1400 2200 1400	25 15 25 25	Midship Midship Midship Midship	18x16 24x26 30x32 Hyde 16"	1 3/8" 1 3/8" 1 3/8" 1 3/8"	Inboard Inboard Inboard Inboard	180 150 220 50	12v. 120a.h. 12v. 120a.h. 12v. 120a.h. 400 watt 400 watt			
LAWLEY 68' Cruiser 88' Cruiser	2 1	6-6'x11'3" 30'	1 1	1 1	1 1	Smooth Smooth	Bent 1 1/2 x 1 1/2" Bent 1 1/2 x 1 1/2"	10' Oak 7 1/2" 9' Oak 3 1/2"	Pine 3/4" Fir 3/4"	Br & C p r Galvanized	Mahogany Mahogany	Brass Brass	Optional Scripps E6	225 100	5 1/4 x 6 1/4" 4 3/8 x 5 1/4"	1550 1600	2200 1250	22 15	Midship Midship	22x23 20x18	2" 1 1/2"	Inboard Inboard	750 125	350 225a.h.	1 1/2 k.w.	
LIGGETT 34' Cruiser 40' Cruiser	4 1	4-6'x4" 8-6'x4"	1 1	1 1	1 1	Smooth Smooth	Bent 1 1/2 x 1 1/2" Bent 1 1/2 x 1 1/2"	Oak 5 1/2 x 14"	Mahogany	Copper Copper	Brass Brass	Brass	Kernath	65 65	4 3/8 x 5 1/4" 4 3/8 x 5 1/4"	1200 1200	1500 1500	14 13	Undertr'ee		1 3/8" 1 1/2"	Inboard Inboard	140 60	120a.h.	Home Life	
MATTHEWS 35' Cruiser 28' Special 16' Special	1 12	4-6'x23'3" 8-6'x23'2"	1 1	1 1	1 1	Smooth Smooth	Bent 1 1/2 x 1 1/2" Bent 1 1/2 x 1 1/2"	9' Oak 1 1/2" 9' Oak 1 1/2"	1 1/2" m any 1 1/2" m any	G'lv. & Cpr. G'lv. & Cpr.	Enamel Enamel	Brass	Kernath Scripps	70 70	4 3/8 x 5 1/4" 4 3/8 x 5 1/4"	1250 1256	1500 975	12 12	Midship Midship	Hyde 21x14 Hyde 21x14	1 3/8" 1 3/8"	Inboard Inboard	77 96	77 77	6v. 180a.h. 6v. 180a.h.	
MULLINS 18' Leader 18' Special 16' Special	1 1 1	4-6'x23'3" 8-6'x23'2"	1 1	1 1	1 1	Smooth Smooth	Bent 1 1/2 x 1 1/2" Bent 1 1/2 x 1 1/2"	Oak Oak	Galv. Steel Galv. Steel	Universal Oak & Pine	Galvanized Oak & Pine	Brass	Universal Universal	12 12	2 3/4 x 4" 2 3/4 x 4"	330 330	11 11	Cockpit Cockpit	12x15 12x15			Inboard Inboard	7 7			
NOCK 36' Cruiser	1	4-6'x22'2"	1 1	1 1	1 1	Smooth	Bent 1 1/2 x 1 1/2"	9' Fine 4"	Fir 13-16"	Brass	Mahogany	Brass	Red Wing	40	4 1/2 x 5"	1400	10			20x16	1 1/4"	Inboard	70	50	120a.h.	
PETERSBOROUGH 24' Runabout						Smooth	Bent 3/4 x 1 1/2"	6' Oak 1 1/2 x 5"	Cedar 3/4"	Galvanized	Mahogany	Galvanized	St. Lawrence	20	3 3/4 x 4"	1200	500	13	Forward	16x18	1"	Inboard	20		80a.h.	
PIONEER Cruiser 35'	1	4-Single	1 1	1 1	1 1	Smooth	Bent 1 1/2 x 1 1/2"	8' Oak	1" Cypress	Galvanized	Mahogany	Brass	Kernath	50	4 3/8 x 5 1/4"	1200	950	12	Midship	Hyde		Inboard	80	50	6v. 120a.h.	
PURDY 20' Biscayne Baby						Smooth	Oak	Oak	Cedar	Brass	Mahogany	Brass	Scripps	100	3 3/4 x 5"	2250	750	40	Forward			Outboard			6v.	
RACINE 23 1/2' Viking Exp.						Sam Batten	Bent	Oak 2 1/2 x 6"	Mahogany	Brass	Mahogany	Brass	Scripps					33	Midship	18x18	1 1/4"	Inboard	25		6 volt	
RED BANK 30' Cruiser	1	2-6'x4"	1 1	1 1	1 1	Lap Strake	Bent 1 1/2 x 1 1/2"	9' Spruce 3"	Cedar	Br & C p r Mahogany	Mahogany	Brass									Inboard	90	50			
RICHARDSON 23' Cruiser 24' Cruiser	1 1	2-2'x4'6"6" 4-2'x4'6"6"	1 1	1 1	1 1	Smooth Smooth	Bent 1 1/2 x 1 1/2" Bent 1 1/2 x 1 1/2"	12" Oak 3" 12" Oak 4"	Cedar 3/4" Cedar 3/4"	Galvanized Galvanized	Mahogany Mahogany	Brass Brass	Gray Z Kernath	25 35	3 3/4 x 4" 4 3/8 x 5 1/4"	1200 900	450 950	9 11	Cockpit Cockpit	16x14 20x20	1 1/8" 1 1/4"	Inboard Inboard	30 70	10 25	6v. 100a.h. 6v. 120a.h.	
ROCHESTER 24' Runabout 28' Runabout 30' Runabout						Smooth Smooth Smooth	Sawn Sawn Sawn	Pine Pine Pine	Mahogany Mahogany Mahogany	Brass Brass Brass	Mahogany Mahogany Mahogany	Bronze Bronze Bronze	Scripps Scripps Optional	300 300	3 3/4 x 7" 3 3/4 x 7"	1700 1500	35 50	Midship Midship			Inboard Inboard Inboard	42 84 100				

(Continued on page 164)

SCHILLO



Lines as graceful
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Built by a man who understands—this snappy new Sportabout, Schillo 8-220, suits every mood.

If adventure calls, shoot over the water, under full control, with the great Hispano-Suiza Marine motor. Wind pressure is lessened, vacuum lost, through the markedly unusual design.

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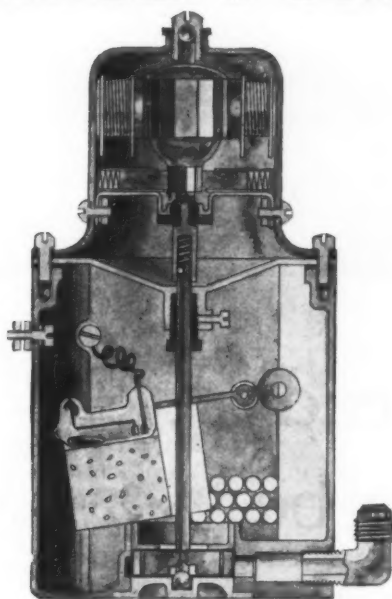
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Structural and Mechanical Specifications of Standardized Boats

MAKE AND TYPE	Staterooms	Berths	Cabin	Toilet	Wash Basin	Construction	Frames and Siding	Keel	Planking	Fastenings	Trim	Rudder	ENGINE				Location	Propeller	Shaft	Stuffing Box	Fuel Capacity Gallons	Water Capacity Gallons	Storage Battery Capacity	Separate Generator	
													Make	Horsepower	Stroke and Revolutions	Weight									
ROCHESTER—Cont.																									
25' Cruiser	1	4	1	1	1	Smooth	Sawn	Pine	Mahogany	Brass	Mahogany	Brass	Optional	15	22	15	Inboard	18x26	1 1/2"	Inboard	124	50	12v. 180a.h.		
35' Single	1	4	1	1	1	Smooth	Sawn	Pine	Mahogany	Brass	Mahogany	Brass	Optional	22	22	22	Inboard	18x26	1 1/2"	Inboard	124	50	12v. 180a.h.		
40' Bridge Deck	1	4	1	1	1	Smooth	Sawn	Pine	Mahogany	Brass	Mahogany	Brass	Optional	25	25	25	Inboard	18x26	1 1/2"	Inboard	150	75	12v. 180a.h.		
40' De Luxe	1	6	1	1	1	Smooth	Bent or Sawn	Pine	Mahogany	Brass	Mahogany	Brass	Optional	35	35	35	Inboard	18x26	1 1/2"	Inboard	160	80	12v. 180a.h.		
45' Cruiser	1	6	1	1	1	Smooth	Sawn	Pine	Mahogany	Brass	Mahogany	Brass	Optional	25	25	25	Inboard	18x26	1 1/2"	Inboard	210	100	12v. 180a.h.		
50' Cruiser	1	6	1	1	1	Smooth	Sawn	Pine	Mahogany	Brass	Mahogany	Brass	Optional	25	25	25	Inboard	18x26	1 1/2"	Inboard	210	100	12v. 180a.h.		
55' Cruiser	1	7	1	1	1	Smooth	Sawn	Pine	Mahogany	Brass	Mahogany	Brass	Optional	25	25	25	Inboard	18x26	1 1/2"	Inboard	400	140	12v. 180a.h.		
RAMLEY																									
25' Runabout	1	4	1	1	1	Double	Bent 9/16x1 1/4"	6" Oak 3x6	Mahogany	Br'akC'p'r	Mahogany	Galvanized	C'pit/Hip'o	220	4 1/2x5	2000	750	40	Midships	18x26	1 1/2"	Inboard	60	17 Plate	Kohler
40' Cruiser	1	4	1	1	1	Double	Bent 1 1/2x2 1/2"	6" Oak 4x8	Cypress	Galvanized	Mahogany	Galv.-Br'as	Van Blerck	150	3 1/2x6	1500	1900	22	Aft Cabin	23x26	1 1/2"	Inboard	150	24 volt	
SAFE BOATS																									
35' Cruiser	1	4	1	1	1	Smooth	Steel	Steel	Steel	Rivets	Mahogany	Steel	(2) Erd	42	3 1/2x5	1000	625	12	Br. deck			Inboard	80	40	
SANDUSKY																									
15' Flyer						Smooth	Sawn 3/4x2 1/2"	24" Oak 2x5	Mahogany	Br'akC'p'r	Mahogany	Brass	Roberts	35	3 1/2x4	2000	300	25	Forward	14x14	1"	Inboard	18		
SEA SLED																									
SCHILLO																									
Runabout 28'						Smooth	Sawn 1 1/2x1 1/2"	1 1/2x4 1/2 Fir	Mahogany	Brass	Bl. Walnut	Brass	Schillo	220	4 7/8x5 1/2	2200	810	50	Forward	17x29		Inboard	55	12v. 180a.h.	
28' Runabout						Smooth	Sawn 1 1/2x1 1/2"	1 1/2x4 1/2 Fir	Mahogany	Brass	Bl. Walnut	Brass	Schillo	100	4x5	1650	605	35	Forward	16x26		Inboard	45	12v. 100a.h.	
SEA BRIGHT																									
25' Cruiser	2	5-22'x8'1"	1	2	2	Lap Strake	Bent 1 1/2x1 1/2"	9" 2 1/2x3 1/2	Mahogany	Br'akC'p'r	Mahogany	Brass	Van Blerck	50	2 1/2x4 1/2	1000	325	17	Under'ge	16x12	1"	Inboard	100	50	75a.h.
17' Skiff														15	2 1/2x4 1/2	1000	325	17	Midship	13x12	1"	Inboard	10		
CHRIS SMITH																									
25' Chris-Craft						Seam Batten	Bent 1 1/2x 3/4"	6" Mahogany	Mahogany	Brass	Mahogany	Brass	Smith-C'rtiss	100	4x5	1600	650	35	Midship	18x24	1 1/2"	Inboard	60	6v. 180a.h.	
25' Chris-Craft						Seam Batten	Bent 1 1/2x 3/4"	6" Mahogany	Mahogany	Brass	Mahogany	Brass	Kermath	100	4 1/2x5 1/2	1500	1000	40	Midship	17x20	1 1/2"	Inboard	60	6v. 180a.h.	
25' Chris-Craft						Seam Batten	Bent 1 1/2x 3/4"	6" Mahogany	Mahogany	Brass	Mahogany	Brass	Kermath	150	5x5 1/2	1800	1000	40	Midship	18x26	1 1/2"	Inboard	60	6v. 180a.h.	
SOUND																									
28' Cruiser	1	4	1	1	1	Lap Strake	Bent 1 1/2x1 1/2"	8" Oak 2x3	Cedar	Galvanized	Mahogany	Galvanized	Buffalo	30	3 1/2x5	1600	600	12	Midship	16x18	1 1/2"	Inboard	50	25	
28' Runabout						Lape Strake	Bent 1 1/2x1 1/2"	6" Oak 2x3	Cedar 5/8	Galvanized	Mahogany	Galvanized	Gray	22	3 1/2x4	1500	390	18	Under-deck	14x16	1 1/2"	Inboard	25		
TOPPAN																									
25' Sea Crest	1	2-6'4"	1	1	1	Smooth	Bent 1 1/2x 3/4"	12" Oak	Cedar	Galvanized	Mahogany	Brass	Optional	115	.....	.....	25	Cockpit			Inboard	70		
25' Sea Crest						Smooth	Sawn 1 1/2"	24" Oak	Cedar	Brass	Mahogany	Brass	Optional	115	.....	.....	30	Midship			Inboard	30		
VENTNOR																									
25' Runabout						Smooth	Bent 1x1"	7" Pine 2x8	Cedar 3/4"	Galvanized	Mahogany	Brass	Van Blerck	50	3 1/2x4 1/2	2000	680	24	Midship	16x16		Inboard	25	6 volt	
WHEELER																									
25' Skiff						Lap Strake	Bent 1 1/2x 3/4"	7" Pine 2x24	Cedar 3/4"	Copper	Mahogany	Brass	Scrapps	70	4 1/2x6	1850	975	18	Under'ch	16x14	1"	Inboard	50	6v. 150a.h.	
25' Skiff						Lap Strake	Bent 1 1/2x 3/4"	7" Pine 2x24	Cedar 3/4"	Copper	Mahogany	Brass	Scrapps	70	4 1/2x6	1850	975	15	Under'ch	16x14	1"	Inboard	50	6v. 150a.h.	
25' Skiff						Smooth	Bent 1 1/2x 3/4"	8" Oak 3x8	Cedar 1"	Copper	Mahogany	Brass	Scrapps	65	4 1/2x6	1500	975	16	Cabin	18x16		Inboard	70	35	6v. 150a.h.
WINSLOW																									
20' Cruiser	2	7-8'x2'10	1	1	1	Smooth	Bent 1 1/2x1 1/2"	10" 8" Fir	1 1/16" Fir	Galvanized	Teak	Brass	Kermath	50	4 1/2x5 1/2	1300	600	10 1/2	Br. deck			Inboard			
15' Cruiser						Smooth	Bent 1 1/2x 3/4"	6" 2x4" Fir	5/8" Fir	Brass	Teak	Outboard	Outboard							
SMITH & WILLIAMS																									
60' Heavehoist	3	5-3'x8'6"	1	1	1	Smooth	Sawn 2x5	Oak 6"	Pine 1 1/2"	Galvanized	Mahogany	Brass	Lathrop	(2)	65 1/2x6 1/2	700	2500	11	Forward	Hyde	1 1/2"	Inboard	400	400	180a.h.
WOOD																									
25' Baby Car.						Smooth	Sawn 1x4	Mahogany	Mahogany	Br'akC'p'r	Metal	Brass	Gar Wood	500	5x7	2000	1500	60	Aft	Hyde	1 1/2"	Inboard	86	Exide 13pl.	
50' Cruiser	2	8	1	2	1	Smooth	Sawn 1x4	24" Oak	Mahogany	Br'akC'p'r	Metal	Brass	Gar Wood	(2) 500	5x7	2000	1500	45	Midship	Hyde	1 1/2"	Inboard	500	100	Exide 13pl.
WANAMAKER																									
25' Cruiser	2	6-6 1/2"	1	1	1	Smooth	Bent 1 1/2x1 1/2"	10" Pine	Mahogany	Brass	Mahogany	Brass	Holt-Scott	100	4 1/2x5 1/2	1800	2200	15	Midship	20x16		Inboard	125	60	12v. 120a.h. 400 Watt

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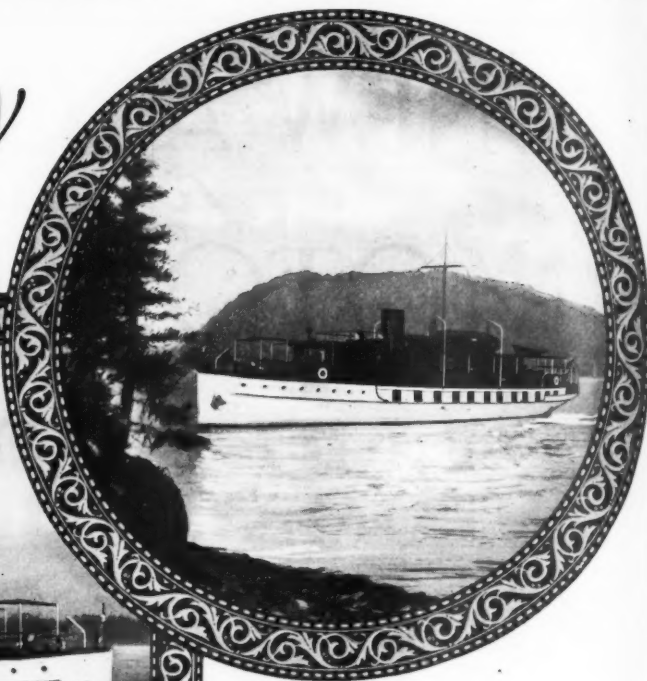
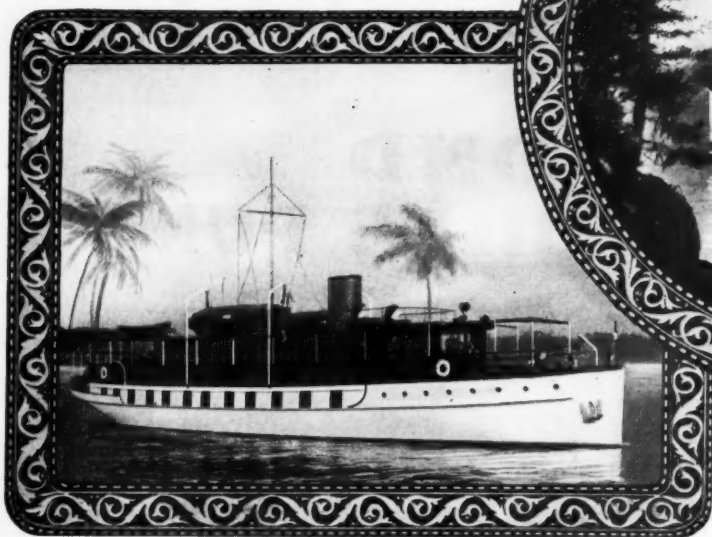
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GALLONS PER HOUR FOR 17 HOURS ON ONE
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Ready
to be
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in 30 days

A new 92-ft. houseboat of this same type, combining all the latest improvements. Can be finished to your personal taste, if you act promptly.

you will find no more remarkable houseboats than the recently created, Mathis designed 92-ft. class of cruiser houseboats of which one outstanding example is

Mr. Webb Jay's Wonder Boat "Troubadour"

A new type 92-ft. houseboat with comforts and conveniences seldom found in yachts of 115-ft. and up. A houseboat which last December carried the owner's party of six outside from Morehead City to Fernandina in 34 hours, without sacrificing comfort. Which ran outside from St. Augustine to Miami in 24 hours with the same party, with perfect comfort.

Two additional boats of this same class have aroused equal admiration wherever they have been seen.

Length	92 ft.
Draft	4 ft.
Beam	18 ft.
Powered with 2 Winton Motors	
Model 106; 150 horse-power	

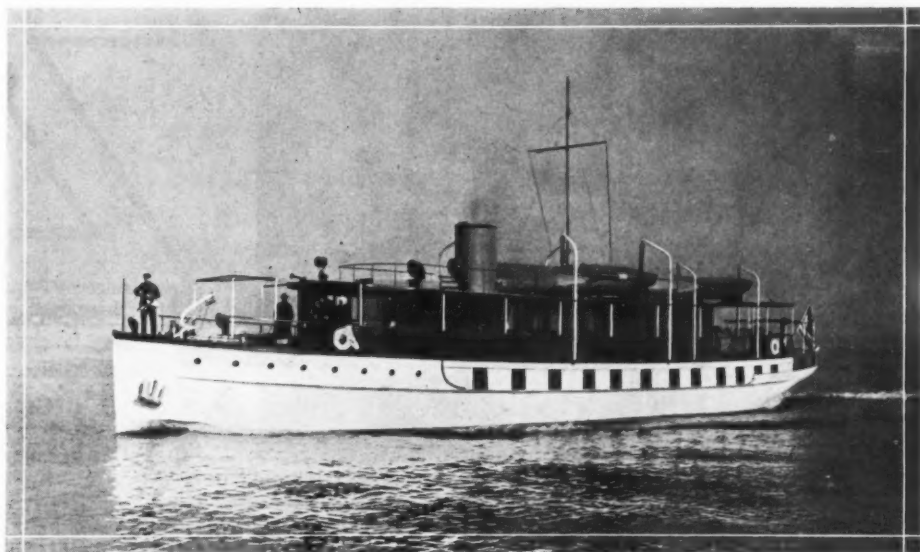
MATHIS YACHT BUILDING CO.

Houseboats and Cruisers, 40 to 120 feet

COOPER'S POINT

CAMDEN, N. J.

WINTON



SEQUOIA II. OWNER, RICHARD M. CADWALADER, JR., PHILADELPHIA.
L. O. A., 104 ft. Beam, 19 ft. Draft, 4 ft. 4 in.

Latest Mathis-built Winton-powered Houseboat

Combining the attractive appearance of the modern highly developed yacht, with the comfort and commodious accommodations of the houseboat type, the 104-foot SEQUOIA II, recently completed by the Mathis Yacht Building Company, of Camden, N. J., offers the ultimate in a luxurious home afloat.

Two Winton 200 Horsepower Medium Duty gasoline engines provide steady, reliable, and efficient power, giving the unusual speed of 15 miles an hour, and contributing greatly to comfort by their smooth and quiet operation.

The sea-going qualities, wide cruising radius, distinctive appearance and carefully worked out interior arrangements, make the Sequoia II a most interesting development in Houseboat design and construction.

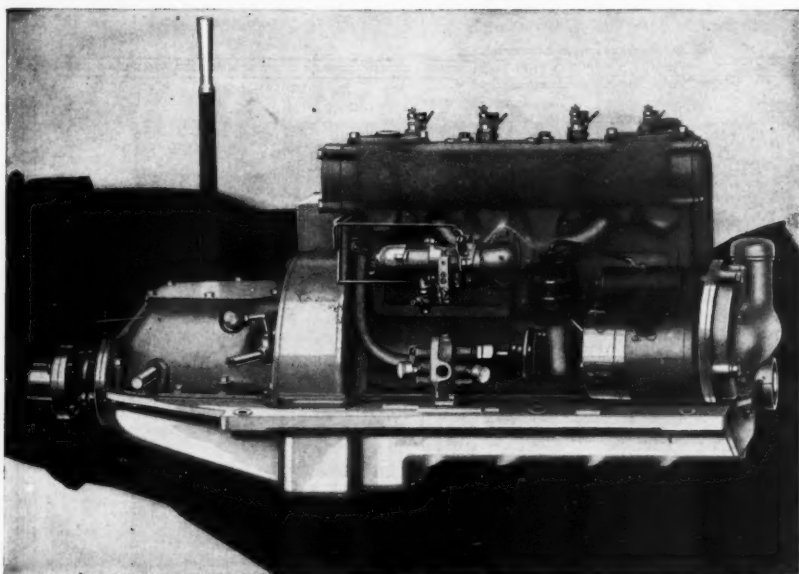
THE WINTON ENGINE COMPANY

CLEVELAND, OHIO, U. S. A.

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Los Angeles—F. G. Bryant, 210 F. W. Braun Bldg.
Boston—Walter H. Moreton Corp., 788 Commonwealth Ave.

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Model "Z" is the shortest, lightest, lowest priced, completely equipped electric started engine in its power class. 63% of its surface is aluminum; all iron optional, of course, adding 70 pounds. Paragon Gear. Weight, 388 pounds. Length, 38 1/2". Extreme depth below supports, 6 1/4". 20-25 H.P. at 225-2,200 R.P.M. Fifteen new 1926 features; including "Last Drop" oil sum-pump, new carburetor, new water pump, new oiling system and many other refinements. Battery and propeller equipment extra.

Model

Z

20-25 H.P.

Price

\$395 to \$466

This motor is standard power equipment with Elco, Richardson and over 100 other boat builders.

Performance Supremacy Characterizes Every GRAY

FROM the little one cylinder 5 H.P. GRAY to the two new GRAY sixes you will find each GRAY masterful in power with a wide range of flexibility giving brilliant response to every touch of the throttle. GRAY engines will run indefinitely under full load and adverse conditions with enduring stamina that is almost unbelievable.

GRAY power plants are distinguished by many refinements not found on other marine engines. Constantly being improved they offer the boat owner the latest in advance engineering practice at prices that are unmatched. It is this high quality, low price and unerring performance of GRAY engines that tell why over 60% of GRAY sales are to or through old GRAY users and why over 60,000 GRAY engines are in service today. Furthermore, it explains the reason why GRAY is used as standard power by over 100 boat builders, including such famous boats as the Elco 26 and the Richardson standard cruisers.

Write Today for These GRAY Catalogs

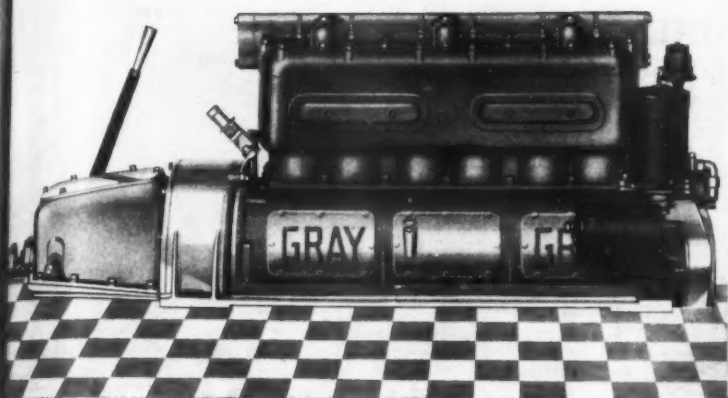
Model "O," single cylinder, 4 cycle, 5 H.P. \$99 to \$136
Model "Z," 20-25 H.P. \$395 to \$466
Model "ZB," 20-25 H.P. \$270 to \$295
Model "V," 25-35 H.P. \$595 to \$720

Model "H-50," H.P. \$525 to \$700
Model "H-70," H.P. \$1000
Model "Z-6," 50 H.P. \$895
Model "A-6," 75 H.P. \$1286
Model "U," double cylinder, 2 cycle, 6-8 H.P. \$180

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GRAY MARINE MOTOR CO., 6910 Lafayette Ave. East at Canton
DETROIT, MICHIGAN





Two New Gray Sizes

"Supreme Six": 50 H.P. Bore 3 3/4". Stroke 4 1/2". Weight 635 lbs. 300 to 2,000 R.P.M. Crankshaft, 2" diameter. With starter and generator and Paragon gear.

"Imperial Six": 75 H.P. Bore 3 3/4". Stroke 5". Weight, 785 lbs. Crankshaft is 2 1/2" diameter. Connecting rods are 11 1/4" long. With electric starter, generator, and Paragon reverse gear.

The Benefits of GRAY'S Big Production Are Yours In the Saving of Real Money

BIG production means the purchasing of materials in car load lots, at a lower cost and full time factory operation at less overhead per engine. And, it means something even more important to the boat owner. The economies effected by GRAY's mass production make possible not only the low price of GRAY engines but also the greater value you get per dollar of cost.

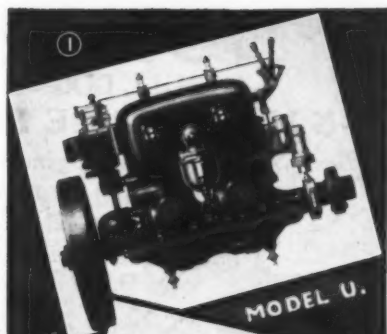
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In spite of the constant and growing demand for GRAY engines our manufacturing methods and policy of keeping a reserve stock of engines for immediate deliveries enables us to make quick shipments to all parts of the country.

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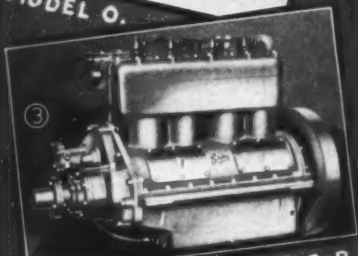
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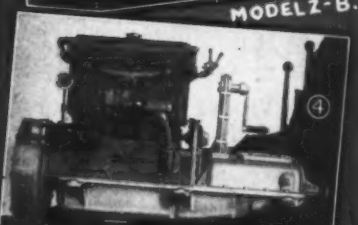
MODEL U.



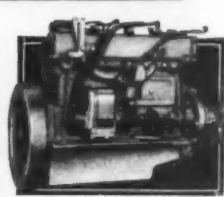
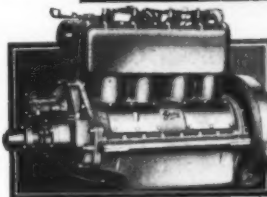
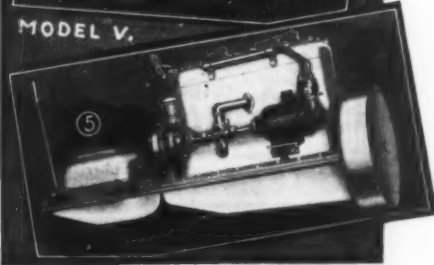
MODEL O.



MODEL Z-B.



MODEL V.



Model "ZB", 20-25 H.P. uses the same parts as the famous Gray model "Z", except that the reverse gear is separate and cannot be built-in. Price with generator, battery and propeller, \$270, with Bosch Magneto Impulse coupling \$295.

50 Model 50 H.P.

O Model 4-5 H.P.

U Model 6-8 H.P.

ZB Model 14-25 H.P.

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"BULL DOG"

4-5 H.P. MARINE ENGINE

The Best Small 4-Cycle Engine in the World



1 Cyl. $3\frac{3}{4} \times 4\frac{1}{2}$
Model "K" Bull Dog
4-5 H.P.

REASONS WHY

- 1—It is a Four Cycle Engine.
- 2—It has Overhead Valves.
- 3—Both Intake and Exhaust Valves are mechanically operated.
- 4—It has removable Cylinder Head.
- 5—Ball Thrust Bearings prevent undue wear from thrust of propeller.
- 6—Bearings are bronze backed, die cast, removable and interchangeable.
- 7—One piece Drop Forged Cam Shaft hardened and ground.
- 8—Cut semi-steel Gears.
- 9—Compact, Light, and will throttle down to low speed.
- 10—Guaranteed 5 years.

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SEOXYL (pronounced SEE-ox-ill) is different—positively prevents seasickness under any and all conditions. Harmless, too—a physician's prescription if your Druggist does not carry it. Send us \$1.00 for 10 days' supply. Satisfaction guaranteed or money refunded.

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The Stock Boat

(Continued from page 176)

for it a very desirable future. This coming season will be the first in which these boats will appear on yachting waters, and their long coming is looked for with interest.

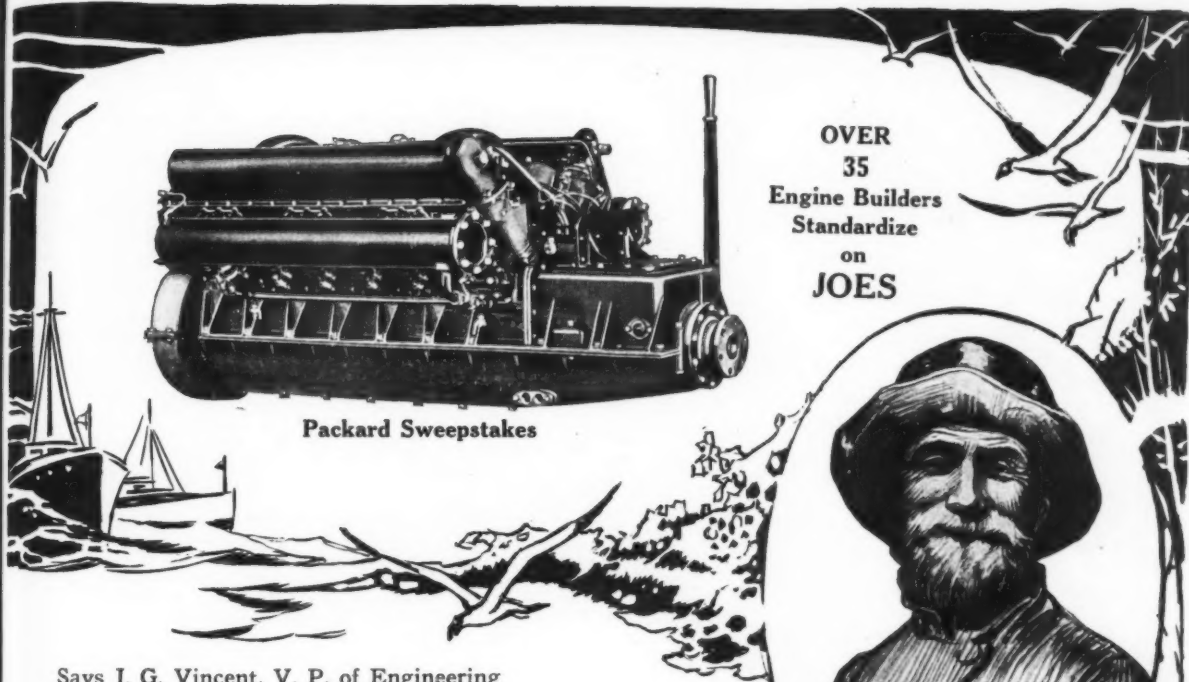
The George Lawley & Son Corporation at Neponsit are also specializing in a 38 foot cruiser, which is a finely constructed and finished craft. The power plants used on many of these boats are the four and six cylinder Hall-Scott reduction gear machines, which make a very suitable power plant for boats of this type. Others of these use the large Kermath, Scripps, or Peerless engines, all with very satisfactory results.

In the runabout field there is a wonderful selection for any who prefer this type of boat. Heading the list as the fastest stock runabout in the world, are the Baby Gar runabouts, powered with engines of almost 500 h. p., and built by Gar Wood, Inc., in the Detroit shops. The Belle Isle Bear Cats are a very superior class of fast runabouts which are beautifully finished, and constructed. These are powered with the six cylinder Hall-Scott engines, and in the larger size boat attain a speed of about 40 miles. Another wonderful boat is the Schillo runabout, a 26 foot high speed job, which is powered with an engine of 220 odd horse power. High speeds are claimed for these boats, and for any who desire fast going, they should answer every purpose. More numerous perhaps, but still very comfortable boats are the less expensive and less powerful runabouts built by many other boat builders. The Fay & Bowen Company of Geneva, N. Y., who enjoy the distinction of building their own engines as well as the boats, build a choice collection of very fine runabouts, powered with moderate size machines, which develop speeds of from 20 to 25 miles per hour. This speed is ample for the more ordinary requirements of most people, and since the boats are also beautifully finished, this company has its hands full in supplying the demand. The Sea Sled Company of West Mystic, Conn., specialize in their own Sea Sled type of runabout, and these are built in several standard sizes, as well as in larger or special sizes to suit the requirements. These boats are driven by surface propellers, and can operate in water so shallow that the ordinary could not hope to navigate at all. In addition, they are distinctly faster for the power installed, and their characteristics appeal to many people.

Smaller runabouts, from 18 to 22 feet, are always popular, and among these can be counted the Gesswein runabout, powered with a moderate size engine, which still is able to drive it from 18 to 20 miles, and since these boats are not expensive, they are very popular. Other boats of the same or similar types are built by the Everett Hunter Company, the Cuthbert Boat Company, the Dachel Carter Company, and the slightly larger and more powerful built by the Indian Lake Boat Company. All these are excellent examples of runabout construction, and each has its particular field of usefulness.

One company which has gone into the runabout construction business in real earnest, is the Horace E. Dodge Boat Works. They have undertaken a very extensive program of quantity production in high class runabouts of 22 and 26 feet in length. These boats are equipped with the Dodge engine where moderate speeds are sufficient, and can be supplied with more powerful engines in case higher speeds are wanted. Chris Smith & Sons, also in Detroit, have built the same type of 26 foot Chris Craft for several years, and it has met with such success that they have also found it advisable to engage on a much more elaborate construction program to meet the demands for these boats. Hacker-Fermann, Inc., have been building boats for years. They have constructed endless numbers of fine boats, and have facilities for turning out quantities of them. One of their most recent achievements was the construction in very quick time of ten fast runabouts for D. P. Davis of Tampa, Florida, which were called the Tampa Baybies. These boats, powered with Scripps engines, were used in competition in the Regattas last winter, and performed wonderfully well.

An attempt has been made in this issue on pages 170 to 184 to analyze the various sizes and styles of boats, and to publish specifications giving details of their construction, and other information concerning them. This information has been grouped in several ways, one listing showing the principal dimensions of the boat, with its power plant, and indicating the general equipment, which the builder furnishes with the boat. The other is a complete series of specifications, giving wherever possible the sizes and nature of the materials used in the construction, as well as the particulars of the power plants, propellers, tanks, batteries, and other accessories. While this information is not entirely complete, the builders who supplied were not always sufficiently accurate and prompt in sending it in.



Packard Sweepstakes

OVER
35
Engine Builders
Standardize
on
JOES

Says J. G. Vincent, V. P. of Engineering
of Packard Motor Car Co., "All our

PACKARD SWEEPSTAKES

and Gold Cup Model Marine Engines are equipped with Joes Special Speed Model Gears. These engines went through the Sweepstakes Races with a perfect score, and accomplished the wonderful 24-hour run of Rainbow III. I congratulate you on the performance of your gear equipment."

The worth of a gear must be reflected by the number of engine builders who recommend it, or incorporate it into their engines. Because, as soon as a gear is built into an engine it is a part of it, and its performance must measure up to that of the engine itself.

Direct Forward Drive Without Carrying the Load In Meshed Gear Teeth

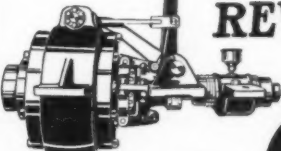
In Joes Gear Packard Sweepstakes transmits its power on the forward drive directly to the propeller through powerful clutches. It does not depend upon meshed gear teeth to carry the load. Joes has been made in this design for many years.

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-FAMOUS REVERSE- GEARS

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Rochester, N. Y., Volney E. Lacy, Charlotte Station.
Vancouver, B. C., Canada, Hoffer Marine Construction Co., 1969
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Toronto, Canada, A. R. Williams Machinery Co., 66 Front St., West.
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Buy Wilcox Fittings at your dealers—or write to us.

Here's a book every boat owner needs. From cover to cover it is full of information which helps to solve those puzzlers few know how to handle. Tells how to Box the Compass; what is proper Ground Tackle, etc. Describes uses of Wilcox fittings. Compiled from 78 years' experience in making marine fittings. 50c prepaid.



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All parts iron, hot galvanized. Steps 3/4 in. pipe, 10 in. wide. 12 ga. No. 1 "Tensar" wire chain. Rubber covered eyes hold ladder off side of boat. Arranged so that pipe may be put down through eyes to keep ladder rigid. Strong, durable, handy.

Nevins Anchor

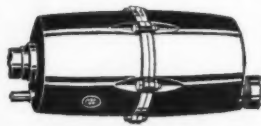
Mooring line will not catch and foul. Oval shank buries easily. Made in six sizes 30 lbs. to 150 lbs.



A handsome, graceful anchor in keeping with the most finely furnished yacht. Simple construction. Easily taken apart and stowed. Flukes specially designed; large area insures good bite.

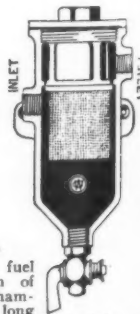
Maxim Silencer Marine Type

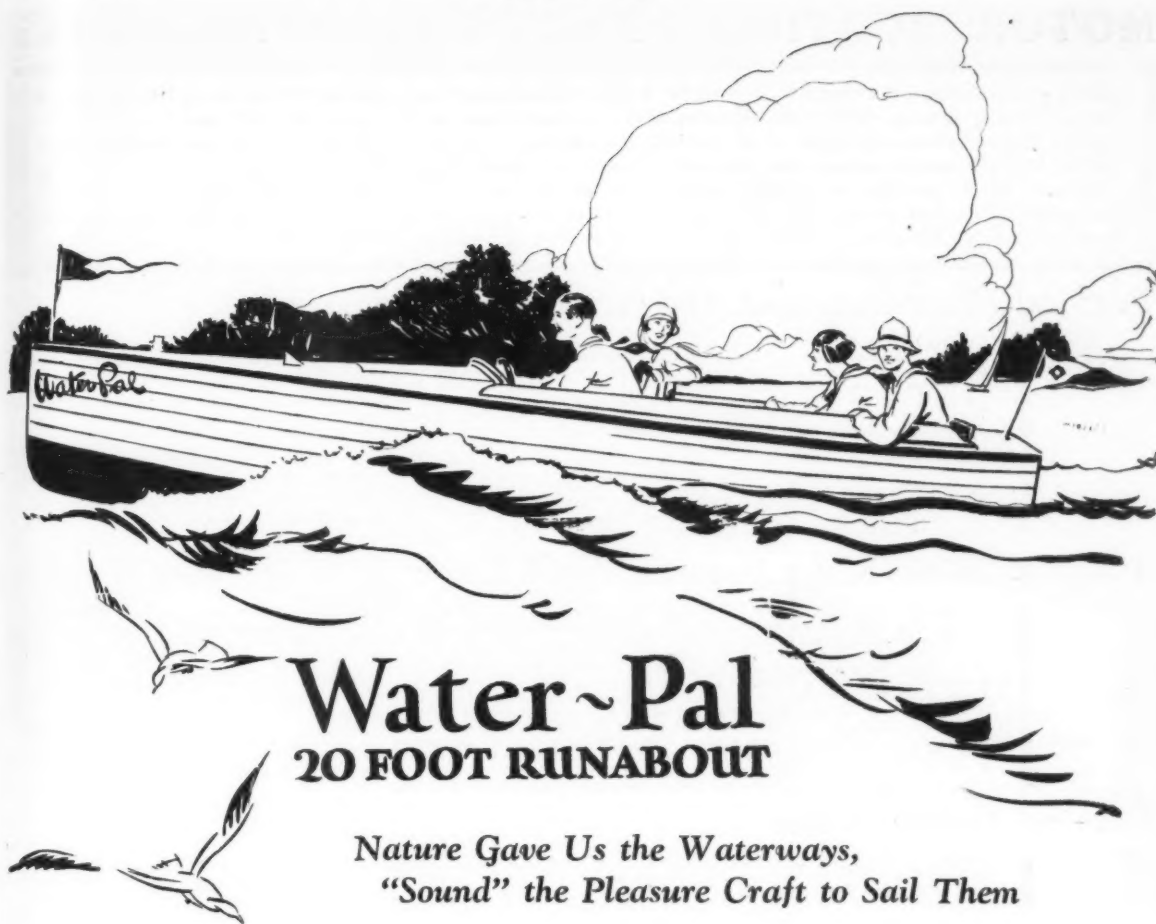
Silences the noisiest boats. No back pressure, no loss of power. Made to fit all motors from one to eight cylinders. Easily attached, fully guaranteed.



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*Nature Gave Us the Waterways,
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PEOPLE everywhere, who answer to the thrill of speed and who rejoice in the beauty of a thoroughbred, will find "Water Pal" the runabout of distinction.

Achieved through years of experience in boat building, "Water Pal" has been designed to combine speed, beauty of line and safety. To the boating enthusiast, "Built by Sound" means dependability.

To see it, is to gain confidence in its seaworthiness—to ride in it, is to be thrilled with its speed, gracefulness and comforts. Whether cruising in the calm quiet waters of inland lakes or waterways, or the busier waters near the city's highways, "Water Pal" answers your every command with ease and dependability.

The distinctiveness of "Water Pal" has been attained by adhering to the "Sound" Ideal, which characterizes the "Built by Sound" quality, workmanship and performance.

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Mamaroneck, New York

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MOTOR BOATING PRACTICAL HAND-BOOKS

Every motor boatman has long felt the need for a really complete and comprehensive library devoted to his favorite pastime—motor boating. One of the obstacles to the accomplishment of this important work was the difficulty in finding any one writer who could cover the field in its entirety. In presenting the new series of practical hand-books, MoToR BoatinG believes that the problem has been solved at last. These books are edited by Charles F. Chapman, M. E., the editor of MoToR BoatinG, and they are the results of months of untiring effort on his part, together with the best of thousands of suggestions sent to him by motor boatmen themselves. The list of the contents given below will give you some idea of the vast amount of ground covered by these volumes.

Practical Motor Boats and Their Equipment

Volume 1.—The first volume tells you what the ideal boat for various kinds of service should be and what to look for in buying a boat. Many suggestions about decoration and hints on all kinds of equipment. All about steering gears, wireless outfit, electrical attachments, etc. Glance over the list of contents appended herewith: Hulls, Ballast and Seaworthiness; Beam Bottom vs. Sharp Bilge; What Are the Advantages of Flare; Raised Deck vs. Trunk Cabin; Best Proportion of Beam to Length; Selecting a New Design; The Advantage of Bilge Keels; Open or Solid Deadwood? What Makes a Hull Seaworthy? The \$1,000 Cruiser; Buying a Second-Hand Boat; Types of Bows and Sterns; Exterior Arrangement of Cruisers; The Best Cabin Arrangement; Finishing Up the Cabin; Changes in Interior Arrangement; Interior Arrangement for Open Boat; Propeller-Rudder Arrangements; Best Position for the Rudder; Advantages of the Outboard Rudder; Different Steering Positions; Steering Equipment for Motor Boats; Steering Gear for the Cruiser; The Steering Gear for a Runabout; Steering the Boat from the Side; The Electrical Equipment; Making and Wiring a Switchboard; Electric Lighting on a Motor Boat; The Inexpensive Lighting Outfit; Wiring the Small Cruiser; The Storage Battery; The Dynamo Cut-Out; Wireless for a Small Cruiser; Tender for a Thirty-foot Cruiser; Building a Folding Dinghy; Installing the Boat Boom; What Is the Best Galley Arrangement; Ventilating the Galley; The Galley Stove and Its Installation; Making a Fireless Cooker; a Portable Cook Box; Running Water for the Cruiser; How to Build a Portable Table; A Table for the Open Boat.

Practical Things Motor Boatmen Should Know

Volume 2.—Navigation is one of the important subjects covered in volume three of the series. Tells you how to steer, how to increase the factor of safety, and a host of other things relative to the proper running of your boat. The chart and compass are both fully explained in a clear and comprehensive manner. The list of contents will tell you more about it: Advice for the Beginner, Lessons Learned from Experience; Good Things to Know; Increasing the Factor of Safety; Which Way Should the Boat Steer? Why a Boat Steers Badly; Why Do Boats Squat? Figuring the Boat's Speed; Ballasting the Cruiser; Getting Off Bottom; To Ride Out a Storm in a Motor Boat; The Why and How of Storm Oil; Preventing Fire; Handling Ground Tackle; Government Charts; Stowing the Anchor on a Cruiser; Diminishing Deviation; Preventing Electrolysis; Stowing and Using Charts; How to Make a Chart Case; Keeping a Motor Boat's Log; How to Make a Sextant; Tides and Tidal Waters; Taking Her Through the Canals; The Best All Round Dinghy; Towing the Tender; Handling the Dory in a Seaway; Getting the Tender Aboard; Planning for a Cruise; Equipping for a Cruise; Equipment for Offshore Cruising; Novel Events for Regatta Day; Handicapping; The Object of a Handicap Rule; Laying Off a Race Course; Measuring the Length of a Race Course; Preparing a Boat's Bottom for a Race; How to Build a Turning Buoy; Starting Boats in a Race; Stowing the Signal Flag; Fitting a Gun Mount; A Fish Box for Your Cruiser; A Cabin Wall Rack.

Practical Marine Motors

Volume 4.—All about the marine motor; what it should and should not be. Tells why the automobile engine is unsuccessful in marine work. The best location for your engine; the ideal engine bed, the fuel tank, exhaust and countless other suggestions that will enable you to get the best results from your power plant. List of contents: Purchasing a Marine Motor; How Many Cylinders? Power Per Cylinder; High Speed vs. Heavy Duty; Long Stroke vs. Short Stroke; Correct Motor Design; Changes in One's Power Plant; The Things That Cause Vibration; The Automobile Engine for a Boat; The Best Position for the Motor; The Ideal Engine Compartment; Placing the Engine in the Hull; Installing a Motor in a Canoe; Installing Power in a Yawl; Converting a "Banker" to Power Engine Installation in a Hydroplane; Putting Power in the Rowboat; Limits of Shaft Inclination; Constructing the Engine Bed; Getting the Motor Aboard; Lining Up the Propeller Shaft; The Best Exhaust; Mufflers vs. Under-Water Exhausts; Installing an Under-Water Exhaust; Primary Batteries for Ignition; Keeping the Ignition System Dry; Installing a High-Tension Magneto; From Make and Break to Jump Spark; Installing the Gasoline Tanks; Taking Care of Extra Gasoline; Spark and Throttle Controls; Constructing a Rear Starter; Propeller for Engine and Hull; Installing a Universal Joint; Gearing Motor to Propeller Shaft; The Automobile Throttle; Harnessing the Main Engine; Rebabbiting a Worn Bearing; Should Fuel Line Be Inside or Outside?

Practical Motor Operation and Maintenance

Volume 5.—One of the most valuable books of the entire set. Your motor's ills and how to cure them. This volume tells you how to adjust your carburetor, how to fit piston rings, how to remedy poor compression and a number of other things that will enable you to doctor your own motor. List of contents: Locating the Motor's Troubles; The Overheated Motor; Starting in Cold Weather; Overhauling a Marine Motor; How to Save Fuel; The Fuel Situation; Using Low Grade Fuel; How to Run on Kerosene; Supplying the Fuel to the Carburetor; Adjusting the Carburetor; Cleaning the Fuel Tanks; Cleaning the Gasoline Line; Stopping Up the Leak in the Tank; A Home-Made Gasoline Gauge; Carrying an Extra Supply of Oil; Mixing the Fuel and Lubricant; Remedying Leaky Compressions; Killing the Carbon Jinx; Tool and Spare Parts to Carry; Removing and Replacing Piston Rings; Repairing a Leaky Cylinder; Grinding a Motor's Valves; Setting the Valves; Timing the Ignition System; Cleaning the Water Jacket; Making and Fitting a Gasket; Patching Up a Bearing; Straightening the Sprung Shaft; Truing a Bent Propeller; Removing the Flywheel; Separating Couplings and Pipe Fittings; Changing the Shaft Hole Location; Utilizing the Exhaust; Disposing of the Bilge Water; Heating a Small Cruiser's Cabin; Operating the Outboard Motor; The Clean and Quiet Boat; Charging a Storage Battery; When the Motor Stops Unexpectedly; Making a Unit Power Plant.

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Advertising Index will be found on page 222



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Put the
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4 cyl. 12-15 H.P.
150-1500 r.p.m.
2 3/4" bore x 4" stroke.
Bosch magneto or Atwater Kent Ignition.
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NO EXTRAS TO BUY
Complete and smart, well designed and sturdily
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Unusual opportunity for dealers in open
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1 cylinder,
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DON'T DEPEND ON LUCK

THE NIAGARA "SPECIAL" 4 cylinder, 4 cycle, 12-15
H. P., will take you there and bring you back.

An unreliable, underpowered power-plant is treacherous and expensive. Use a NIAGARA and guard against disappointments, delays and danger. You will find welcome relief in this complete unit for small open boats, runabouts, fast tenders and small cruisers, its ease of operation, starting and ability to keep everlastingly at it. **THAT STEADY GAIT** day in and day out.

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State the model you are interested in and
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Especially designed for portable motors

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"Old Town" Square Stern Canoes are steady and strong. They are remarkably easy to

handle too. Made with or without sponsors (air chambers).

The 1926 catalog is illustrated with all models in full colors. It gives prices and complete information. Write for your free copy today. OLD TOWN CANOE COMPANY, 686 Middle Street, Old Town, Maine.

"Old Town Canoes"

The Newest Diesel Yachts

(Continued from page 58)

the most attractive living quarters possible. Much of the furniture and decorative work for the Diesel yacht Arcadia has been made under the direction of Irving & Casson—A. H. Davenport Company, New York and Boston.

Arcadia, another fine Diesel yacht, is being built by the Newport News Shipbuilding and Dry Dock Company, for Galen L. Stone of Boston. This boat has also been designed by Cox & Stevens, and is quite a large boat, 188 feet in length. Her beam is 27½ feet, and the draft 11 feet. For a boat this size, the draft is moderate, but she has powerful sections forward, with a pronounced flare, making an excellent seagoing hull, and one easy to drive.

The power installed in Arcadia, a pair of Winton Diesel engines of 800 h.p. each, or a total of 1,600 h.p., are capable of driving the boat 16 knots. For deep sea cruising, 14 knots can be continuously maintained, and the fuel capacity is sufficient for 9,000 miles of cruising, without refueling. The auxiliary machinery is quite similar to that described for the other vessels, and the same machinery is required for practically every vessel of this type.

The general arrangement of a boat of this type is to provide quarters for the officers and crew in the forward part of the vessel. Ample room is provided, so that they all have attractive quarters which are comfortable under all conditions. The bridge deck provides a fine clear promenade space, when the small boats are swung out. On the main deck the continuous steel house incloses the dining room, of large dimensions at the forward end, with the pantry and galley of unusual size. An enclosed passageway leads aft into the living room, while between the living and dining rooms, a large library is located.

An important feature on all large vessels of this class is the plumbing and fixtures used in all the bathrooms. The J. L. Mott Iron Works supplied all of the plumbing fixtures and fittings used on these boats, and needless to say, they are of the highest grade throughout. Much joiner and deck hardware is also required to complete a craft of this kind, and a great portion of that used in these boats has been supplied by Topping Brothers, the W. & J. Tiebout Company, as well as the Durkee-Guinan Company. Special floor materials have been used in many places, and a product known as Selbalith, made by Selby Battersby & Company, has been generously used.

The navigating equipment on these boats is unusually complete. The compass for example, is large, Ritchie patent, compensating compass, mounted in an elaborate binnacle. A searchlight is supplied by the Carlisle & Finch Company, and the complete radio equipment is furnished and installed by the Radio Corporation of America.

A Portable Boat

A complete motorboat fully capable of carrying the average family anywhere they may wish to go on the water. Yet this entire outfit—boat and motor—can be conveniently carried on the running board of any car. The boat is made by the King Folding Boat Company of Oakland, California, and propelled by a Super Elto Outboard Motor.

The motorist can now park his car on the shores of any lake or waterway and in a few moments have a complete motorboat of his own in the water. With his family, he can cruise and explore to his heart's content. Then it is a simple matter to park his Super Elto and his King Canvas Folding Boat on the running board and proceed overland to other interesting places.

The convenience and pleasure to be had from this combination will instantly appeal to every motorist. It opens up a thousand new avenues of pleasure for the motor tourist.

New Offices Opened

Eldredge-McInnis, Inc., have opened their new offices located at 160 State Street in Boston, where they intend to carry on a general yacht designing, engineering, and brokerage business. Albert E. Eldredge was formerly the Vice President and General Manager of the George Lawley & Son, Corp., at Neponset, Mass., while Walter J. McInnis, was Chief Naval Architect and Assistant General Manager of the same company. They have a large and complete list of sail and motor yachts on their brokerage lists, and will be glad to communicate with people interested in any of these. They have arranged to act as New England representatives for Henry J. Gielow, Inc., of New York.

Each propeller shaft aft of the stuffing box is carried in two Goodrich Cutless rubber bearings, which are water lubricated, thus eliminating all lubrication worries at this point. At these bearings the shafts



Stopping those bearing worries before they begin

"—thus eliminating all lubrication worries at this point" reads "Motorship's" description referring to the "Cutless Bearing" equipment on the new twin-screw tunnel stern Diesel towboat, "The North Star", built by the Nashville Bridge Company and designed by H. B. Dyer, Marine Engineer of that company.

Years of severe service on every type of craft from motor-runabout to tanker have

proved that "Cutless Bearings" consistently reduce bearing replacements and dry docking expenses.

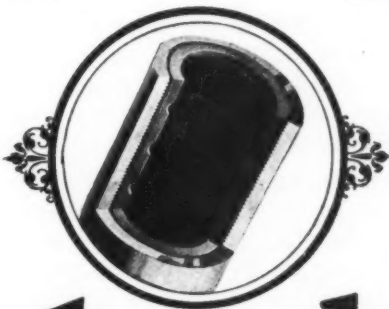
They operate successfully in muddy, sandy water, impossible with other bearings. Shaft scoring is practically done away with and vibration materially cut down.

These known advantages justify the increasing use of "Cutless Bearings" on up-to-date craft of every description.

THE B. F. GOODRICH RUBBER COMPANY
Established 1870
Akron, Ohio

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Goodrich Cutless Bearings

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York



So Quiet— he didn't know it was running

At the Motor Boat Show in New York a visitor at our booth tried to examine the coupling of an AMF Rotary Pump while it was revolving at top speed. Only the quickness of our attendant saved his fingers from a severe burning.

That pump was so quiet, the visitor didn't know it was running. It was so free from vibration that although it ran continuously for the entire week of the show it was never even bolted down.

Quiet, vibrationless pumps are a great comfort aboard a boat. They mean extra sleep for you and your guests and extra life for the pump. AMF Rotary Pumps are not only efficient for removing bilge water and washing decks and anchors, but are effective units of fire fighting apparatus and of lubricating and fuel oil equipment.

The standard marine unit is direct motor-driven. Other drives include direct gasoline engine, and belt or chain drive from the boat engine. We also make a rotary hand pump. Some desirable territories are still available to reputable dealers and agents.



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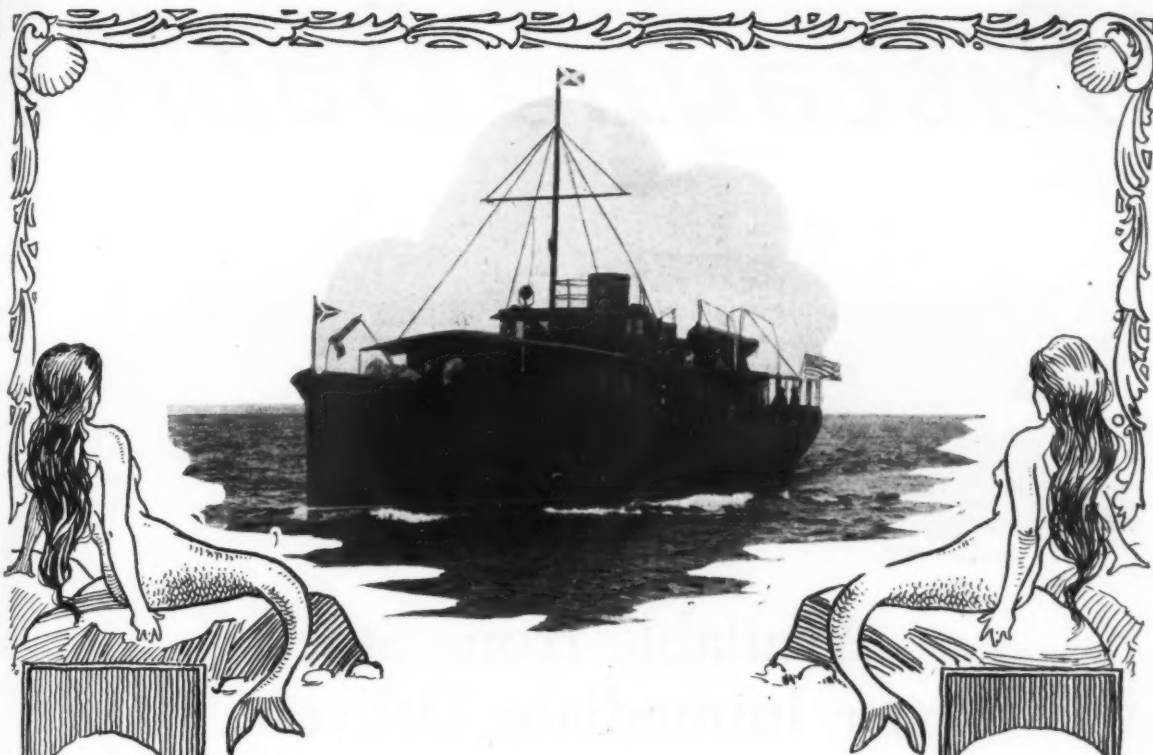
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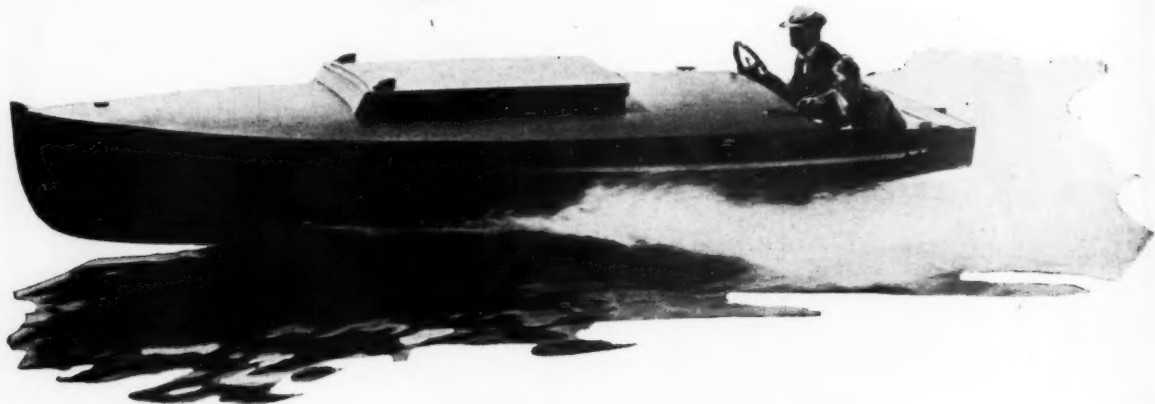
THE Diesel yacht Sirocco, designed and built by Luders for Mr. Francis Whitten of New York, will shortly embark on her maiden trip, a cruise to the Mediterranean. On a recent trial this yacht, which is 120' x 20' 6" x 7' and powered with two 175 H.P. Diesel engines, showed a speed of 15 statute miles per hour.

The name Luders is always linked with yachts that are among the country's finest. A Luders Yacht combines individuality, seaworthiness, luxurious comfort with the most approved practices of boat-building. Let Luders design and build your next boat.

LUDERS MARINE CONSTRUCTION CO.
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Designed and Built by
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THE LAST WORD IN
YACHT DESIGNING &
BUILDING

Biscayne Babies



Available from Stock for Immediate Delivery

YOU can now own one of these fast eighteen foot runabouts, combining thrilling speed, moderate cost and real utility for all runabout service. They are constructed by the original designers and builders of the first Biscayne Babies, ten of which raced at the 1925 Miami Beach Regatta and ten others participated in the Manhasset Bay Regatta last summer, attracting widespread attention.

Powered with 100 H.P., six cylinder, Scripps motors, Biscayne Babies give a speed of 40 miles or better. They are staunchly constructed of the finest of materials, mahogany planked and salt water equipped. The newest model has a flush deck. Your Biscayne Baby is ready and can be shipped immediately via rail or boat to any point in the United States. Price \$2,800 complete.

Write or wire for further details

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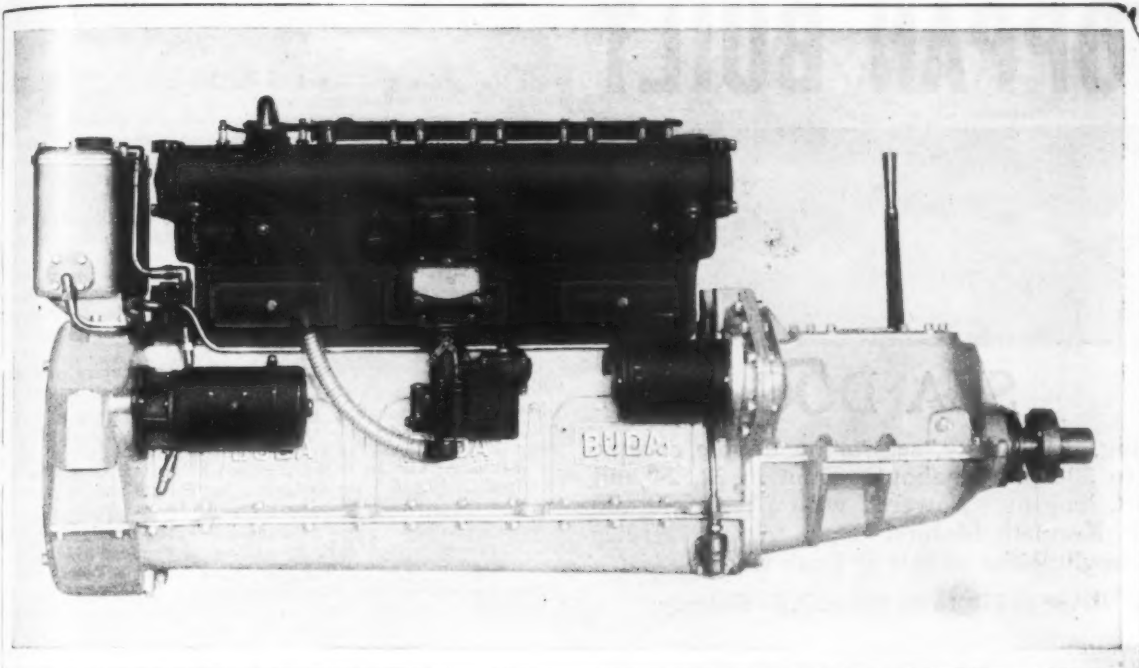
Designers and Builders of High Grade Motor Craft

PORT WASHINGTON

LONG ISLAND

A section of the Biscayne Baby, one design class, race at the Manhasset Bay Regatta, August, 1925. The new model does not have the raised hatch, the deck is flush.



**Buda Model BM-6—50-80 H. P.**

Six cylinders, bore 4, stroke 5½ inches. Displacement 36.4 cubic inches. Speed 1,000-1,800 R. P. M. Price, complete with starting and lighting, \$1,350 f.o.b. Harvey, Illinois.

Buda Model GM-6—70-100 H. P.

Six cylinders, bore 4½, stroke 6 inches. Displacement 57.5 cubic inches. Speed 1,000-1,600 R. P. M. Price, complete with starting and lighting, \$1,850 f.o.b. Harvey, Illinois.

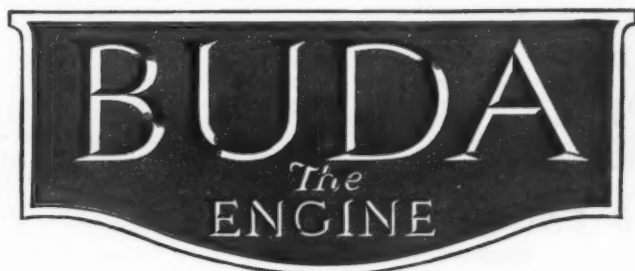
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For the boat manufacturer and owner, a modern high duty engine designed and built on a production basis by one of America's largest builders of power plants.

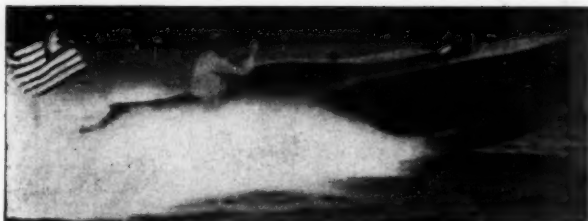
Adequate to meet the demands which increased speeds and load capacities have placed upon high duty engines in marine use. The utmost in reliability. Can be adjusted and repaired by the average mechanic with minimum delay and cost.

Nation-wide system of service stations means that parts are obtainable without delay.

THE BUDA COMPANY, HARVEY, CHICAGO SUBURB ILLINOIS
ESTABLISHED 1881



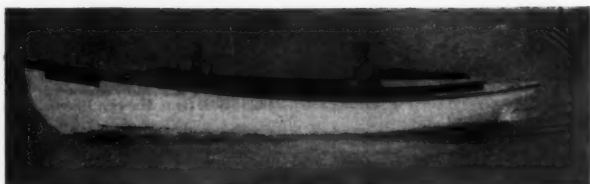
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A big, dry, husky, seaworthy double cockpit 23 to 30 mile runabout. Built in 22, 24 and 26 ft. lengths. Powered with 55, 70 and 100 H.P. Kermath Motors. Built for real service in rough bodies of salt or fresh water.

Price \$2450 to \$3350 F.O.B. Factory



22-Ft. Toppan Power Dory Launch

One of the finest small sea-boats built for ocean or rough water use. A splendid all around family boat with the 8 to 16 H.P. reliable Kermath Motors protected under hatch aft.

Price \$1045 to \$1270 F.O.B. Factory



New Model 12, 15
and 18 ft.

Outboard Motor Boat

The most successful rough water boat designed for the new higher powered outboard motors. Sold with these motors at a special price.

Also send for circular of our dory type Yacht Tenders, rowing and sailing Skiffs of similar design.

TOPPAN BOAT & ENGINE CO.
125 Riverside Ave. Medford, Mass.

A Smart Little Hydroplane

(Continued from page 48)

with boat and engine tuned to the last notch should be in excess of forty miles per hour.

While it cannot be predicted just what a little hull like this would cost, since this will depend a good deal upon the nature and quality of the materials used, it is well within the possibilities of the average sportsmen. It has been conservatively estimated that between \$700 and \$800 should be ample for a little hull like this, taking into consideration the extra work entailed in the more difficult construction on the curved upper works.

Amateur builders, who plan to build this little boat, will find that larger copies of the drawings are useful. Blue prints to a scale of one inch to the foot can be secured at moderate cost, by addressing the Editor, MoToR Boating, 119 West 40th Street, New York, N. Y.

The specifications which follow gives particulars of sizes and materials, which will be helpful in the construction.

Stem:—To be shaped from a 2-inch hackmatack knee, molded as shown on the construction drawing, scarphed and securely fastened to the keel and carefully rabbeted to take the planking. On the forward edge of the stem, a triangular stem piece of hard brass to form a knife edge and to protect the stem.

Keels:—To be of white oak, sided 2 inches, moulded to suit planking, keel batten to be of white oak, moulded 1 1/4 inches, sided 4 inches, tapered to 2-inch siding where it meets stem.

Step Section:—Step between station No. 5 and 6, to have a bottom frame, 3/4 inch white oak, to be moulded deep enough at side to get good fastening at chine; a floor of 3/8-inch thickness is to be notched over the keel and bolted to the after side of the main step piece. When the planking is in place a backing piece of 3/8-inch mahogany is to be screwed to the step piece.

Transom:—To be of 3/4-inch mahogany, to run from the bottom of the boat up to the after overhang as shown on the construction drawing at station No. 10. To be securely fastened to keel with a 1-inch hackmatack knee, this knee to run high enough to securely fasten the center piece which supports the after overhang, this piece to be of white oak, sided 2 inches and moulded 2 inches to be notched over the frames at stations 10 1/2 and 11.

Bottom Frames:—White oak planks, sided 3/4 inch and moulded 4 inches at centerline, to be carried straight across the top parallel to water line, to be notched into chine and fastened to side frames with 3/16-inch brass brackets shaped as shown on construction sections. Limber holes to be cut in all bottom frames.

Side Frames:—Main side frames, located at bottom frames, which are 18 inches apart, to be of steam bent white oak, sided 3/4 inch and moulded 3/4 inch, to be notched into chines and to be continuous from chine to chine, forming deck beams. The only place where they are not continuous is in the way of engine hatches and cockpit opening. Light frames of steam bent white oak, 1/2 x 1/2 inch, to be spaced between main upper frames, to be continuous also.

Chine:—White oak 3 x 1 1/2 inch rabbeted to take planking. The after chines must be carried forward to about station No. 4, tapered as necessary and securely fastened.

Bottom Stringers:—Of spruce, one each side, notched into bottom frames, 1/2 x 2 inches.

Side Stringers:—Spruce, one each side, 3/4 x 1 1/2 inches.

Engine Keelsons:—Of 3/4 inch spruce, moulded as shown on construction plan, to be notched over bottom frames, to have lightening holes cut in them as shown on drawing.

Engine Beds:—Of 1 1/2 inch oak, moulded deep enough to rest on the top of the bottom frames. To be securely fastened to engine keelsons.

Upper Backbone for Overhang:—To be of white oak, 2 x 2 inches, to run from seat back to stern as shown, to be rabbeted for upper planking and to have frames notched into it.

Planking:—To be double, of cedar or mahogany, two layers of 3/16-inch thickness, inner to be laid diagonally, outer fore and aft, laid with linen in between laid in marine glue. Planking to be fastened to the frames with 1-inch brass screws having the heads let in flush in the surface. Between the frames the two skins to be fastened together with 3/8-inch copper tacks, to be clinched over on the inside and driven up tight. In the way of the chine and bottom stringers the planking is to be fastened with brass screws.

Coaming:—Of 3/8-inch mahogany, as shown on drawing to stand about 3/4 inch above deck, to be backed with 3/4 x 3/4-inch white oak piece, the frames that are cut are to be notched into this piece.

(Continued on page 210)

Again SMASHES Its Own Advertised Record

NEW—Phenomenal Power
—At normal speed develops 3.85 H. P. (Brake Test). In racing trim develops 4.65 H. P. (Brake Test).

NEW—Startling Speed
—In actual measured test made 14.28 miles per hour on a 14 ft. modified V-Bottom Boat with 145 lb. operator.

NEW L-A TWIN "Shows Missouri"

At Valley Park, Missouri, on March 3rd, the New L-A Twin set 7 remarkable speed records over an accurately-measured, one-fifth mile course. The distance was checked four times, buoys were anchored at each end, time was taken by stop watch, checked running up stream and again down stream, and the resulting speed averaged.

The Motor was a Standard L-A Twin Motor—not in full racing trim. No special effort was made to speed it up, or to give it any advantage. And here's the result on four popular types of boats built by the St. Louis Meramec Canoe Co.:

Meraco Cruiser:	Carrying three men	11.58 Miles per Hour
	Carrying two men	12.63 Miles per Hour
Meraco Speedster:	Carrying two men	12.52 Miles per Hour
	Carrying one man	13.86 Miles per Hour
Meraco Racer:	Carrying two men	13.00 Miles per Hour
	Carrying one man	14.55 Miles per Hour
Neosho Hunter:	Carrying two men	11.55 Miles per Hour

All of these boats were "in the rough"—not finished and smoothed with the usual coats of varnish. Think of it! An average speed of 14.55 Miles per Hour in a raging current with a little Motor that weighs, complete with ignition, less than 55 lbs. No wonder the L-A Twin is proving to be "the Dark Horse of the 1926 season." Already orders booked far exceed last year's total production.

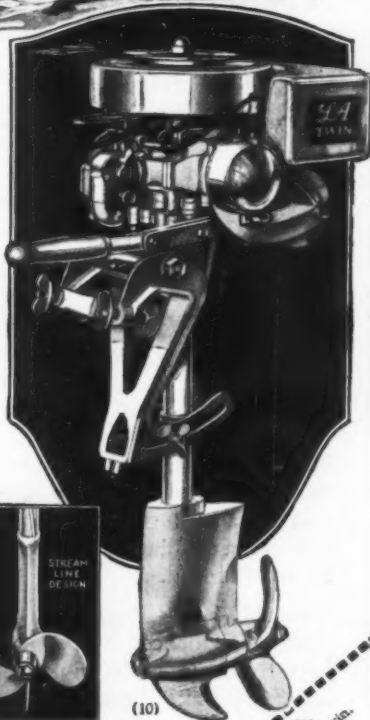
Pick Your Motor On THIS Year's Performance

New engineering—new stream-line design—new phenomenal power—new flash-starting—new low weight per brake horsepower—new combination steering without a rudder—new unit control carburetor—new giant-drive propeller—new super-charged water pump—all these are swinging thousands to the New L-A Twin. Get the "facts" about this great little Motor.

Send for Free Catalog Folder Today

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—MOTOR—COMPANY—
61 S. Jackson St., Jackson, Michigan
FRED I. MITCHELL, ST. LAWRENCE ENGINE CO.,
613 Notre Dame St. E., Montreal, Que. Can. Brockville, Ontario, Canada
Distributor for the Province of Quebec Distributor for Ont. and Prairie Provinces



(10)
At the National Outdoor Life Exposition to be held at the Coliseum in Chicago, May 10th to 16th, the New L-A Twin will be shown—Booth 126.

LOCKWOOD-ASH MOTOR CO., 61 S. Jackson St., Jackson, Mich.
Gentlemen: Send me the Free Catalog Folder of the New L-A Twin.

Name.....
Address.....

The NEW AC SPARK PLUG

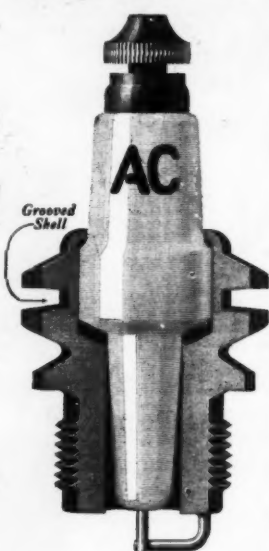
The new AC Spark Plug embodies the greatest advance made in spark plug construction in years. It incorporates—

A better design

A better metal for sparking points

A better insulator core

A better glaze



Delivering the spark in high powered speed-boat engines is about the most exacting task that a spark plug can be asked to perform, as it means a continuous run with wide open throttle and full load.

That AC Spark Plugs are best suited for this work is evidenced by the fact that they have been the choice of the winners of the Gold Cup and Sweepstake Regatta for many years.

Likewise, foremost automotive engineers specify AC Spark Plugs as standard equipment for the very good reason that they perform best.

There is a type and size of AC Spark Plug for every engine, and they are available through AC dealers everywhere.

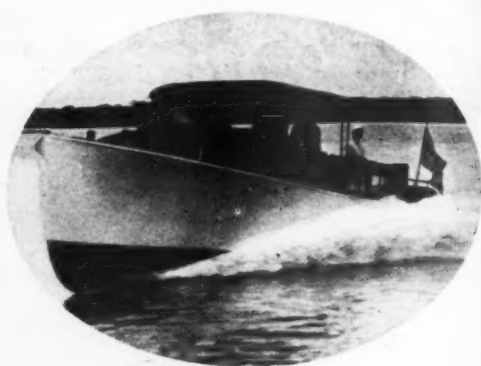
AC Spark Plug Company, FLINT, Michigan

AC-SPHINX
Birmingham
ENGLAND

Makers of AC Spark Plugs
AC Speedometers
AC Air Cleaner

AC-OLEO
Levallois-Perret
FRANCE

U. S. Pat. No. 1,135,727, April 13, 1915; U. S. Pat. No. 1,216,139, Feb. 13, 1917. Other Patents Pending



Cruising Soon?

Then you'll certainly want the new edition of "Where to Cruise," F. W. Horenburger's famous book of Motor Boatmen's Charts and Cruising Data, which is just off the press.

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THE book contains 56 priceless new detail charts showing the most suitable courses from all principal ports and harbors, and giving magnetic courses and bearings, distances in statute miles, all principal lights, buoys, etc.

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Interesting Cruises

A number of fascinating routes for you and your boat to follow are suggested in this useful book, and eight delightful cruises are interestingly described and fully outlined.

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Gentlemen: I desire to take advantage of the Special Offer of one year's subscription to MoToR BoatinG and "Where to Cruise" for only \$3.50. Enclosed find \$3.50 (or I will remit \$3.50 on receipt of your bill).

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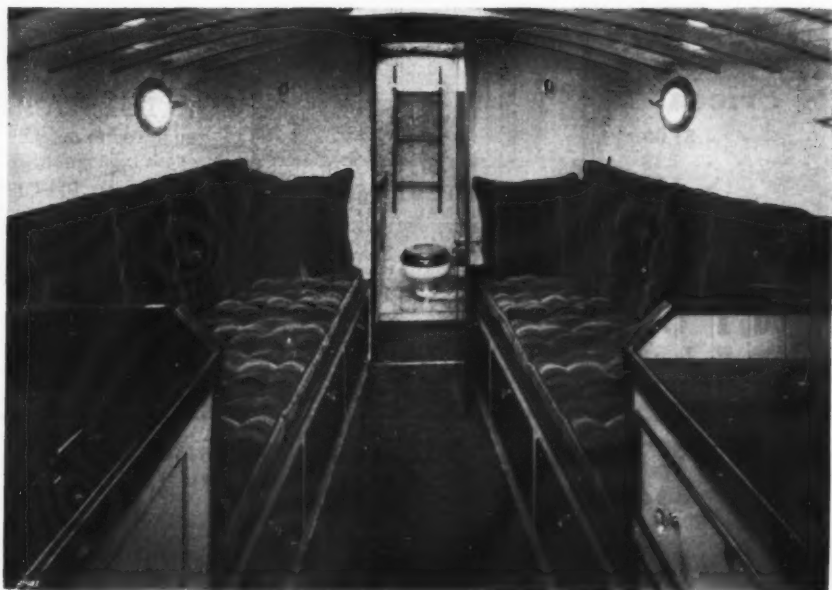
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RENE, JR. (BANFIELD 34-ft. De Luxe Model Cruiser, Powered with Twin-Screw 70 H.P. Kermath Motors) wins the Ocean Race at Palm Beach Regatta. Although matched against boats of greater size and power, this sturdy craft far outdistanced its nearest rival. Another demonstration of Banfield speed and extreme seaworthy qualities.



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INTERIOR cabin view of Rene, Jr., showing that despite the seaworthy and speed qualities of Banfield Cruisers comfort and nicety of arrangement have not been sacrificed. Workmanship equal to the finest yachts is found on Banfield De Luxe Model Cruisers.

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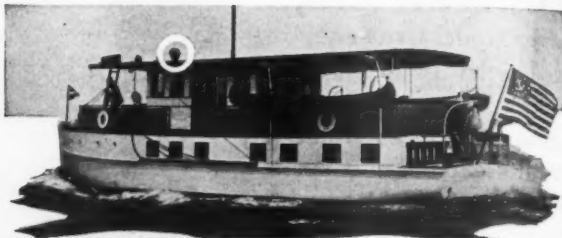
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The Most Powerful
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NO night accidents are invited by the new house yacht Charlton II, owned by Mr. E. A. London, of New York. The powerful shaft of light from her Lebbly searchlight will turn the darkness ahead into daylight and lay bare any lurking dangers that jeopardize night cruising.

Lebbly Searchlights are the result of years of experience in marine searchlight design and construction. Objects from one-third to one mile away are readily picked up. The Lebbly is manufactured of solid brass throughout and is guaranteed to stand up under severe conditions.

Five sizes, 6-12-25-32 and 110 voltage. Four types, polished brass, battleship gray, nickel-plated and black nickel.

Let us know your requirement.

THE NATIONAL MARINE LAMP CO.

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Lebbly Searchlight. Cabin Control Type.

MONOGRAM GLASSWARE FOR THE TABLE

engraved to order
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A COMPLETE SERVICE FOR SIX (60 PIECES)

IN CRYSTAL, WITH PLAIN MONOGRAM - - -	\$150.00
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Exquisite glassware with the personal touch. Sets include SIX each of the following: Goblets, Cocktail Glasses, Highball Glasses, 10½ inch Service Plates, 8½ inch Plates (entree or salad), 7½ inch Plates (dessert), Bouillon Cups, Bouillon Cup Plates, Finger Bowls, Ash Trays. Delivery charges included.

Individual pieces can be replaced at original cost per piece.
Send order and check to **THE CANDLE-LUXE SHOP**
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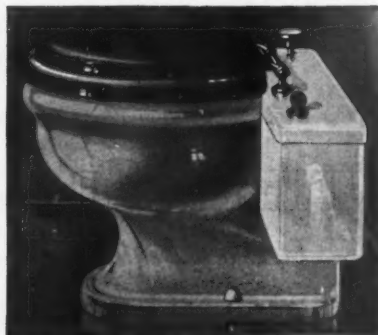
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This trade mark on a starting, lighting or ignition unit or part stamps it as a genuine Bosch Product—backed by the Bosch guarantee of dependable service.



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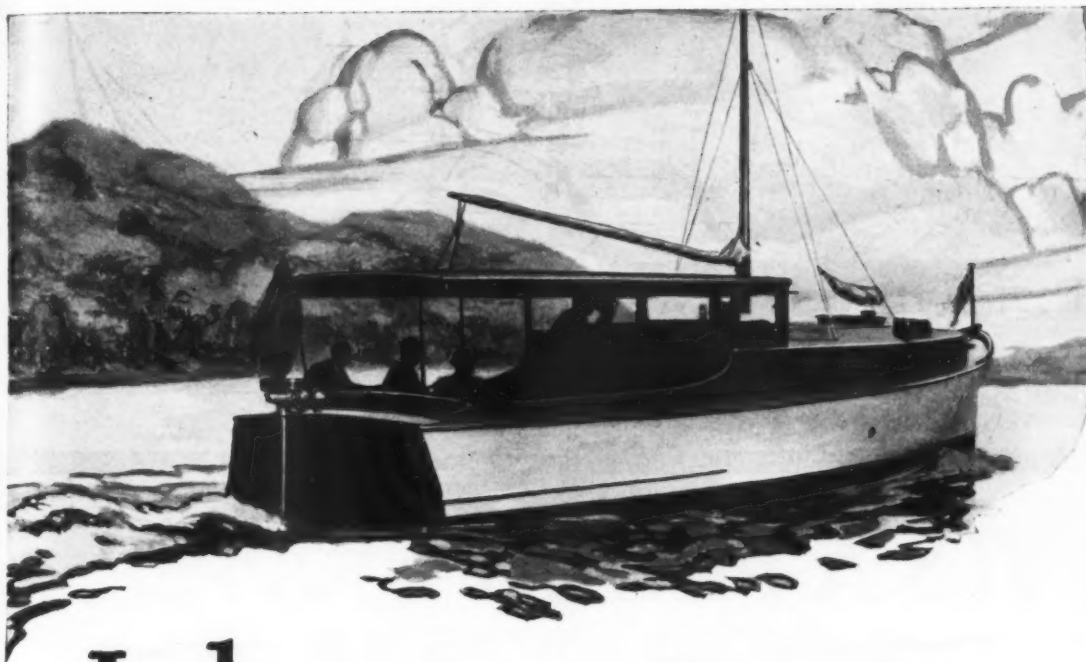


This Compact Marine Electric Closet is designed to suit the requirements of motor boatman.

It is absolutely reliable and simple to operate, requiring no previous instructions.

No cruiser should be without this beautiful fixture. 32 and 110 Volts.

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Johnson *Big Twin*

— THE IDEAL AUXILIARY

THERE'S real auxiliary power in the Johnson Big Twin—6 full brake horse power. In emergencies—if power plant becomes disabled, the Big Twin will keep any cruiser or yacht, up to 42 foot, on the course—against the wind. You can rely absolutely on the Big Twin for steering, should rudder or steering gear become inoperative. For trolling purposes—for use in passing through canals—for sail boat power during a calm, the Big Twin is ideal.

Other features which strongly recommend the Big Twin for auxiliary power are: unusually sturdy construction; clean-cut, neat installation; wide maneuvering ability—and the fact that if desired, it can be lifted into and carried within the boat.

Write for folder further describing the Johnson Big Twin for auxiliary power.

Johnson Motor Co., 3010 Sample St., South Bend, Ind.

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Johnson

Outboard Motors



Johnson Big Twin 6 brake h. p. Speed to 16 m. p. h. For speed boat and auxiliary use. Furnished with extended shaft to fit transom, for auxiliary use.

WORLD'S LARGEST MANUFACTURERS OF OUTBOARD MOTORS



IT'S A PROUD SKIPPER — who owns an — **ERD** marine motor

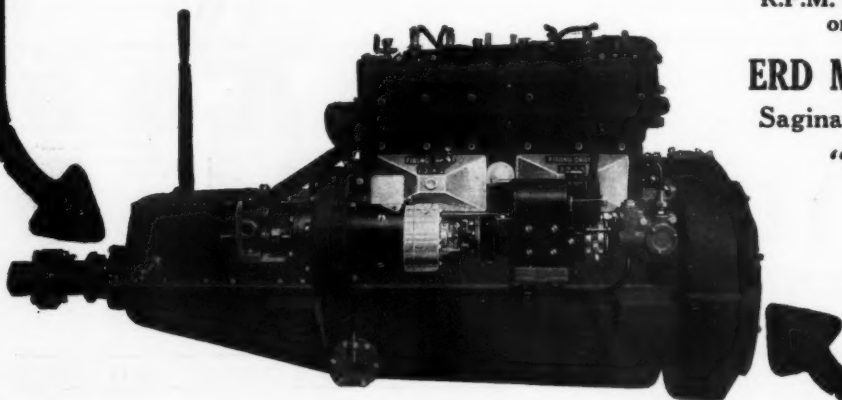
THE skipper with an ERD S-4 in his boat feels the pride of ownership in the trim, efficient mechanism which drives his craft surely and smoothly, without vibration, and with real fuel economy.

The ERD S-4 dominates its field with its unquestioned superiorities in performance. And it tops these superiorities with an amazing freedom from repair that is winning and holding an ever-growing host of friends.

"A touch of genius in the engineering, a world of honesty in the construction, and a 28 year old resolution to build the finest marine motor at the average man's price."

A full 42.5 B.H.P. at 2100 R.P.M. in a motor weighing only 625 pounds.

ERD MOTORS CORP.
Saginaw, W.S., Michigan
"since 1898"



Tobin Bronze is always uniform. Its close-grained structure, unvarying composition of pure metals, together with its carefully supervised manufacture, render it the standard metal for salt and fresh water service.

Tobin Bronze, with the name rolled in the metal, is an exclusive product of The American Brass Company, the world's largest manufacturers of Copper, Brass, Bronze and Nickel Silver products.

It is furnished in Sheets, Rods and Tubes—Turned and Straightened Shafting.

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World's largest manufacturers of Copper, Brass,
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"Diana" of the Philadelphia Yacht Club, winner of the Handicap Express Cruiser Championship of Long Island Sound, equipped with Tobin Bronze.

TOBIN BRONZE

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FOR UNDERWATER PARTS

DECK SENSE

Insuring Boating Pleasure

This spring some 16,000 boat men who have gone through previous seasons with leaky decks, coamings, cabins, hulls, will have the good sense to correct these troubles with Ferdinand's products.

**CURING
CHRONIC
LEAKS**

Those who previously attached canvas to decks and cabin tops with paint will now use Jeffery's "C Quality" liquid glue; knowing this to be the one way to assure a thorough job.

**CANVAS
COVERING**

Many a dinghy and small power boat will be made permanently leakproof this spring by a coat of Jeffery's No. 7 Marine Glue reinforced with light fabric.

**TENDERS
AND ALL
SMALL
CRAFT**

Every spring, boat owners everywhere are learning that Jeffery's No. 1 Marine Glue, used in deck seams, outlasts the deck.

Jeffery's Marine Glue expands and contracts. It clings to the sides of the seam. It is elastic. Unlike putty and pitch it doesn't crack and brittle out, nor run under tropical heat.

L.W. Ferdinand & Co.
152 Kneeland Street, Boston, Mass.

A Smart Little Hydroplane

(Continued from page 202)

Hatches:—Hatches over engine, to be of $\frac{3}{8}$ -inch cedar or mahogany, to be framed out with $\frac{3}{4}$ × $\frac{3}{4}$ -inch spruce, to hinge outboard. To have brass strips around edge. To have some means of securely fastening down to prevent opening up while running.

Floorboards:—These are to be of $\frac{3}{8}$ × $1\frac{1}{2}$ -inch spruce screwed to bottom frames, laid with about a $\frac{3}{4}$ -inch space between.

Rudder Bearing:—This is to be formed of a 2 by 5-inch piece of oak, securely fastened to engine keelsons, as shown.

Rudder:—To be as per detail drawing, and built up of a 1-inch diameter stock and $\frac{1}{8}$ -inch plate. These are to be of Tobin bronze. The rudder tube is to be of Tobin bronze and of an inside diameter to give a snug fit for the rudder stock.

Propeller Strut:—To be of Tobin bronze as per detail drawing.

Tank:—Galvanized steel tank, 9 inches in diameter and thirty inches long. To be supported on spruce chocks and strapped down as shown.

Seat:—Batten seats formed of $1\frac{1}{2}$ -inch mahogany with backrests as shown.

Steering Wheel Support:—To be formed of light mahogany, 6×1-inch supported on bracket as shown, bracket to be securely fastened to engine keelson.

Steering Wheel:—A 15-inch wheel and steering gear of the drum type with or without controls, as desired. Care should be taken to have large diameter sheaves for the steering cable.

Engine:—The capacity of the engine is to be restricted to come within the limits of 151 cubic inches. The engine shown is the Special Universal Racing Engine, especially designed for boats of this class.

Propeller:—A suitable propeller to be fitted of such diameter and pitch as may be suitable for the engine installed.

Propeller Shaft:—The diameter of the propeller shaft shown on the drawings is one inch Tobin bronze.

Fittings:—In the way of the seat a small handgrip should be fitted on each side. A cleat and fairlead are arranged forward. All the fittings of the boat, including the steering gear bracket, etc., must be kept as light as possible.

Finish:—Entire hull to be thoroughly dressed and sanded. Bottom seams to be filled with composition made of dry red lead and Valspar, to a thick paste. When thoroughly dry and hard, sand smooth and apply coat of red lead. To have coat of red lead inside from chine to chine. Sides, etc., to be thoroughly dressed and cleaned up and to have three coats of Valspar. Sided inside to be finished natural with two coats of varnish or painted with two coats of color desired. Bottom to be thoroughly sanded with fine sand paper and to have three coats of a good hard bottom paint that will give a good rubbing surface. To be well sanded between coats.

Maybach Motors Move

Word has been received that the main office and showroom of Maybach Motors Co. has been moved from a location in West 57th Street, to a new sales room at 578 Madison Ave., at 57th St.

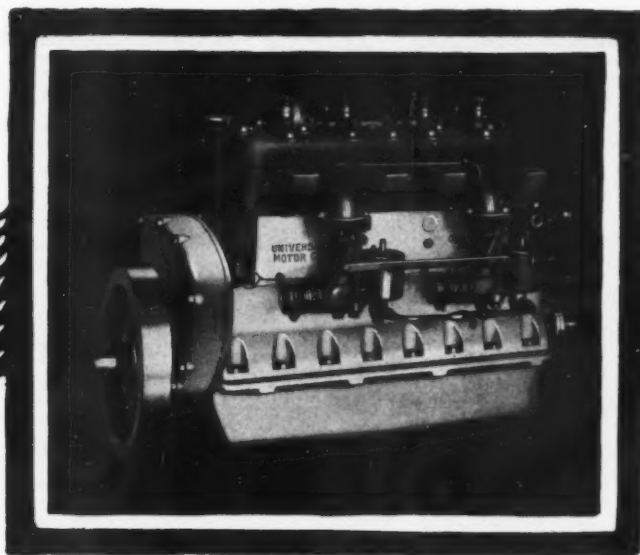
L. C. Waterbury Dies

Palmer Bros. Engines, Inc., of Cos Cob, Conn., has suffered a severe loss through the recent death of Lewis Coleman Waterbury, who for the past twenty-two years has been connected with their company, four years in the office at Cos Cob, Conn., and eighteen years in charge of their Portland, Me., branch.

H. P. Simpson, who has been Mr. Waterbury's assistant for several years, is now taking care of the Portland branch.

For Stopping Leaks

A preparation for use on boat seams, which is easily and quickly applied with a putty knife is Stay-Tite, as made by the Sixth City Specialty & Mfg. Company of Cleveland. This preparation is a paste like cement, that permanently seals up cracks, seams, joints, and checks in the woodwork of boats. It has the property of working equally well on wet or dry substances, and the boat can be used immediately after application. The material is permanent and retains its elasticity. It does not become brittle and fall out. A small emergency can should always be kept on hand for emergency use, because it will stop leaks instantly without waiting for the boat to dry. It does not require heating, and so is easily applied.



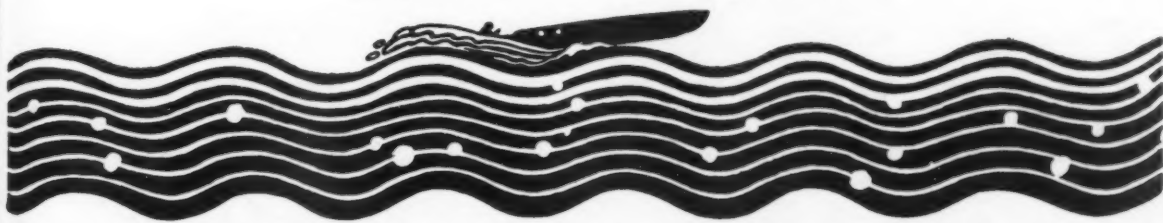
Columbia Jr.

is "Tailor Made" for

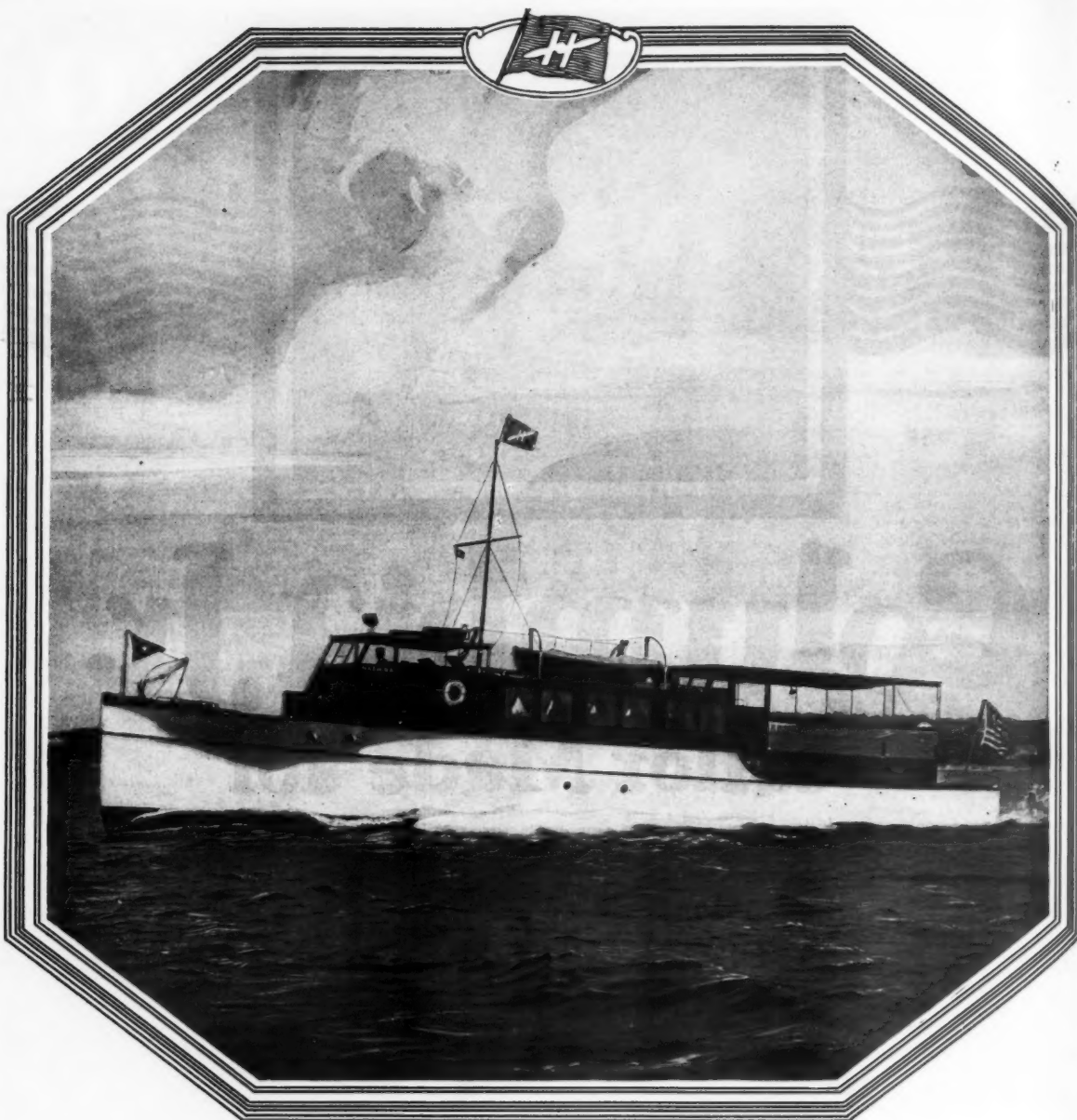


A 151-class (149.3 cubic inch) motor that's going to be the talk of the waterways this season! A motor that will turn up well over 50 horsepower in a 151-class hydroplane — yet it weighs but 300 pounds! Not "tricky", but stable and sure as your car, with a wealth of eager pep and go. Full, force-feed, water-cooled, purified oiling and a host of other features you'll want to know about! Write for the facts and the 1925 speed records. They're amazing!

UNIVERSAL MOTOR COMPANY
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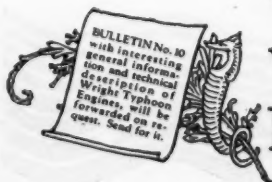


ANOTHER fine yacht, Mr. Richard F. Hoyt's "Nashira", designed and built by Consolidated Shipbuilding Corporation, is powered with a pair of Wright Typhoon Engines. The 1100 H.P. thus produced gives this 81 ft. houseboat a turn of speed of 28 miles per hour.

The two 550 H.P. Typhoons weigh less than many marine engines of one-third their H.P. High power and low weight are controlling characteristics for speed in any type of yacht.

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**WRIGHT TYPHOON
MARINE ENGINE**



"Lawley Built"



Lawley Twin-Screw Express Cruiser

68 feet over all. 67 feet, 8 inches waterline.

12 feet, 6 inches beam. 3 feet, 8½ inches draft.

A very seaworthy cruiser of distinctive and yachty lines selling at a price that is very reasonable when compared with those of other builders.

Frames, oak
Keel, oak
Stem, oak
Stern, 3-ply mahogany
Planking, double yellow pine
Deck, white pine
Fastenings, copper or bronze

Deck Joiner Work, etc., mahogany
Cabin Joiner Work, ivory white
Plumbing, Lawley
Electric pumps and hot water heater
Windshield, mahogany
Motors, two 6-cyl., 225 H.P.
Sterling

Gasoline Capacity, 615 gallons
Water Capacity, 410 gallons
Speed, 23 miles
Cruising Radius, 400 miles
Gen. Set, Unimote 2 k.w.
Lighting, electric

The Lawley express cruiser is delivered ready for service with the following equipment: Anchors, chain, lines, fenders, government equipment, dinghy, 14-foot launch, oars, davits, blocks, searchlight, harpoon pulpit, covers, awnings.

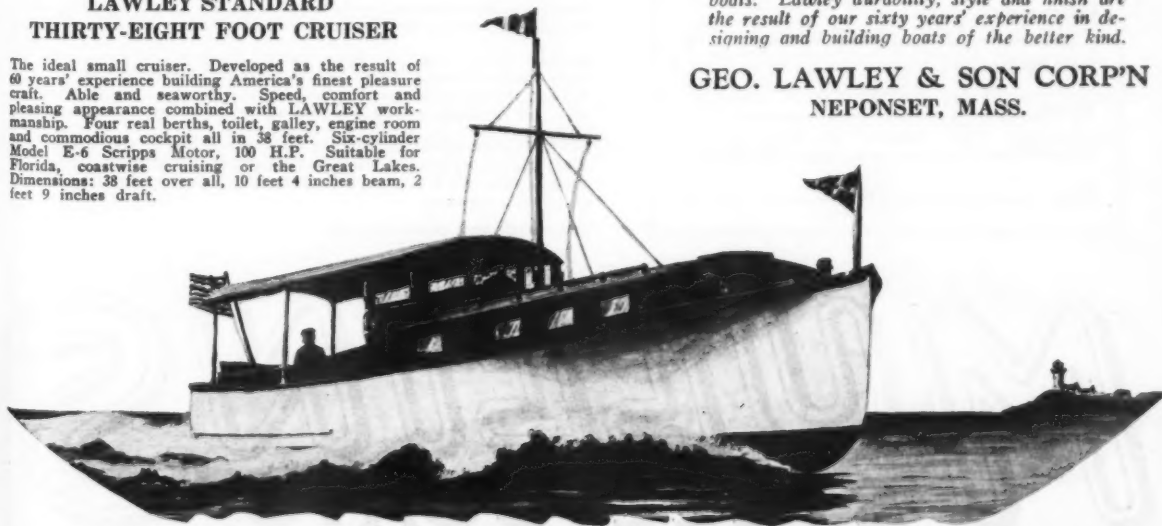
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The ideal small cruiser. Developed as the result of 60 years' experience building America's finest pleasure craft. Able and seaworthy. Speed, comfort and pleasing appearance combined with LAWLEY workmanship. Four real berths, toilet, galley, engine room and commodious cockpit all in 38 feet. Six-cylinder Model E-6 Scripps Motor, 100 H.P. Suitable for Florida, coastwise cruising or the Great Lakes. Dimensions: 38 feet over all, 10 feet 4 inches beam, 2 feet 9 inches draft.

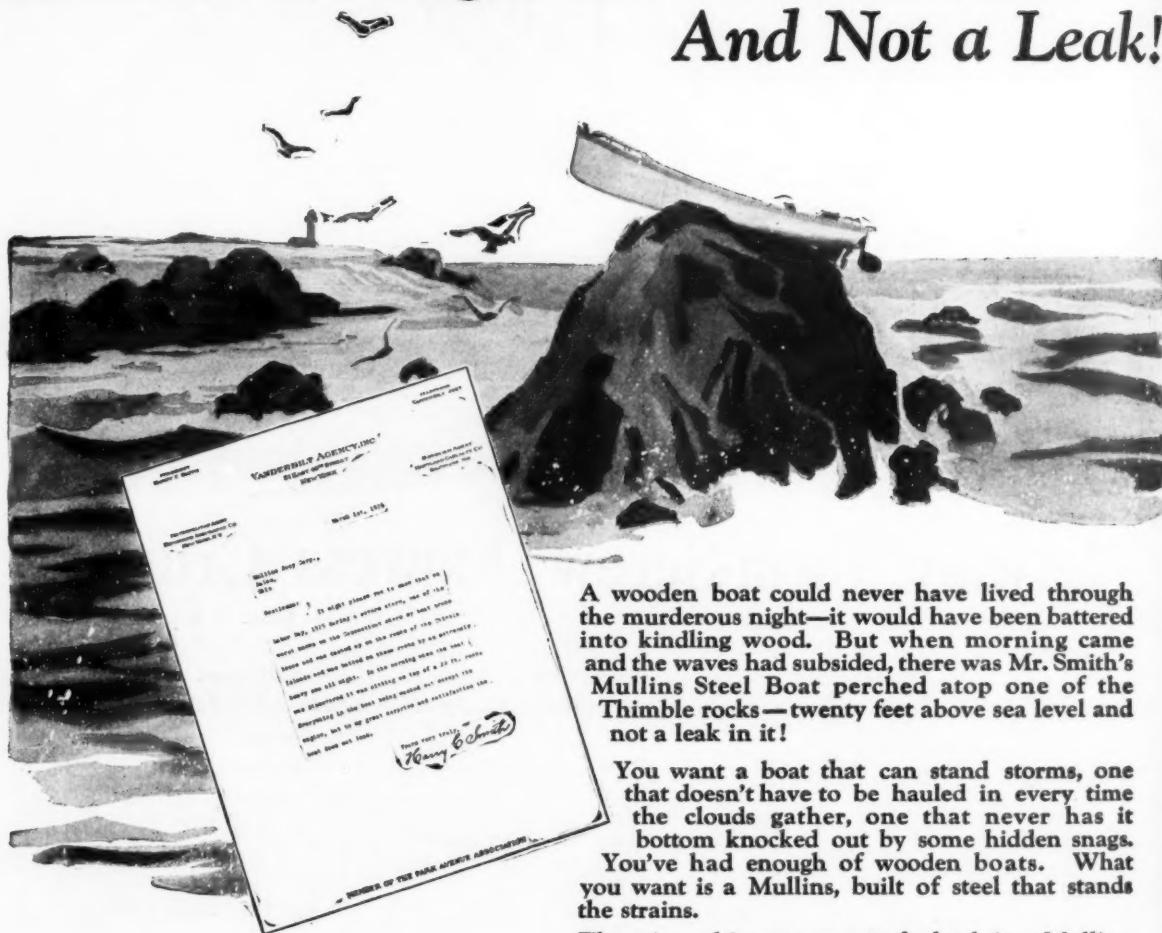
Lawley boats are America's finest pleasure boats. Lawley durability, style and finish are the result of our sixty years' experience in designing and building boats of the better kind.

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Battered All Night on Thimble Rocks— And Not a Leak!



A wooden boat could never have lived through the murderous night—it would have been battered into kindling wood. But when morning came and the waves had subsided, there was Mr. Smith's Mullins Steel Boat perched atop one of the Thimble rocks—twenty feet above sea level and not a leak in it!

You want a boat that can stand storms, one that doesn't have to be hauled in every time the clouds gather, one that never has its bottom knocked out by some hidden snags.

You've had enough of wooden boats. What you want is a Mullins, built of steel that stands the strains.

There is nothing to get out of whack in a Mullins. The lifeboat air chambers fore and aft make it impossible to sink it. You don't even need a boat-house—just draw the Mullins up on shore and turn it over. Nothing will hurt it.

Mullins boats are not built for a day or a season. They are built for a life-time. They outlast any boat, because they are indestructible. The seams of sheet steel, riveted and soldered, will not open up under strain. There is no warping of wood. Barnacles and scales can't thrive on smooth steel.

Mullins boats come in four launch models and three row-boat models, including the famous "Outboard Special." Automobile production methods at the Mullins plant bring the cost of these models down to meet your pocketbook.

Write for the whole interesting story of Mullins boats. There's a reason why there are some seventy thousand Mullins owners today. There's a reason for Mullins' leadership for the past third of a century.

Let us tell you those reasons.

MULLINS BODY CORPORATION

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503 Depot St., Salem, Ohio

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You may send me further information on your boats.

Name _____

Street & No. _____ (or R.F.D.)

City _____ State _____

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STEEL BOATS

Pride of Ownership

is just one of the many thrills
you'll catch when you get your

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26' 10-passenger Mahogany Runabout



Hit off at 35 m.p.h. The Scripps
F-6 Engine is purring sweetly.
Bank! And note that not a drop of
spray has found its way to the rear
cockpit! You relax to the easy opera-
tion. Same as the bus back home. Only
much safer! Note the perfect proportions.
No wonder it's seaworthy! And the appoint-
ments! Luxury itself! Now think of the years
of pleasure that are ahead of you. No wonder
you're proud!

Write today for pictorial literature and price

INDIAN LAKE BOAT CO.

350 EAST HIGH ST.

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Used by the Finest Cruisers, the Fastest Racers and
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BABY GAR IV BEATS 20th CENTURY

GAR WOOD, Inc., says:
"We have used MARBLEHEAD ANTI-FOULING PAINT on our
BABY GARS and find it in keeping with the quality of our boats. We
do not hesitate in recommending it very highly to any builders or owners
of high class boats."

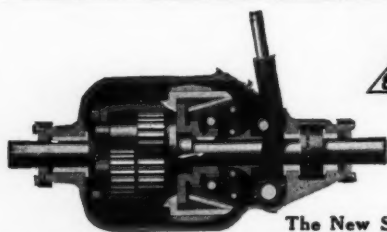
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Long Life—Stays Clean—A Hard Slippery Surface
HIGHLY RECOMMENDED AND USED BY

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Son Corp., Consolidated Ship Building Corp., Herreshoff Mfg. Co.,
The Mathews Co., The Elco Works and many other famous naval
architects, and by the most reliable ship and yacht yards.

It Has No Equal in Tropical and Semi-Tropical Waters

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The New Standard

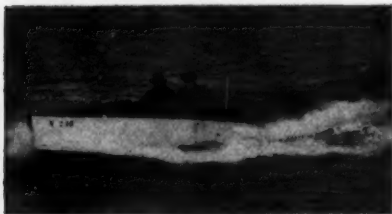
The Standard Multi Cone Clutch is the most positive, yet
most easily operated motor boat gear control on the market.
The cones cannot buckle, warp or stretch, and the longer
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clutch is its easy adjustment.

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STANDARD GEAR COMPANY

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passenger "Sport
Boat" and yacht tend-
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speed of 25 M.P.H.
Smooth, easy and
swift riding unlike any
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time. Salt water
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Immediate Delivery from Stock.

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far from crowded roads, free from dust and
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day long.

Saftiboats cost little to buy and little to
operate. They can run on 2" to 8" of water.
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For commercial operators we make SAFTI-
WATER BUSES up to 30 passengers and 42
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Write or wire for particulars or territory.

Brownback Motor Laboratories, Inc.

17 Battery Place

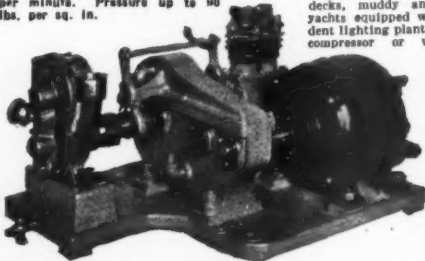
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cu. ft. per minute. Pressure up
to 125 lbs. per sq. in. Capacity
of Pump: 3/4" outlet. 5 gal.
per minute. Pressure up to 90
lbs. per sq. in.

COMPRESSED air for whistle,
water and fuel supply, and a high
duty self priming water pump for
bilge, fire protection, washing
decks, muddy anchors, etc., for
yachts equipped with an indepen-
dent lighting plant. Either the air
compressor or water may be
operated independ-
ently. 22
or 110 volt
motor develop-
ing 1/2 H. P.
Also manufac-
turers of the
HI-DUTY
water pump for
use on fast
turning en-
gines. Six
sizes and
types, 1/2" to
3/4".



Write for full
details

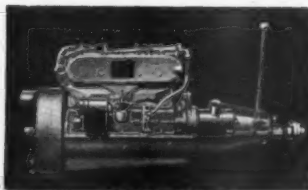
BOWLER, HOLMES & HECKER CO., 259 Greenwich St., New York

CADYFOUR

A Superior Marine Motor with Universal Service

Duplicate
Parts at
Any Ford
Service
Station

Manufac-
turers of 2
and 4 cycle
Marine
Engines
1 1/2 to 30 H.P.



There is a
Cady Dealer
Near You
Write Today
for His
Address

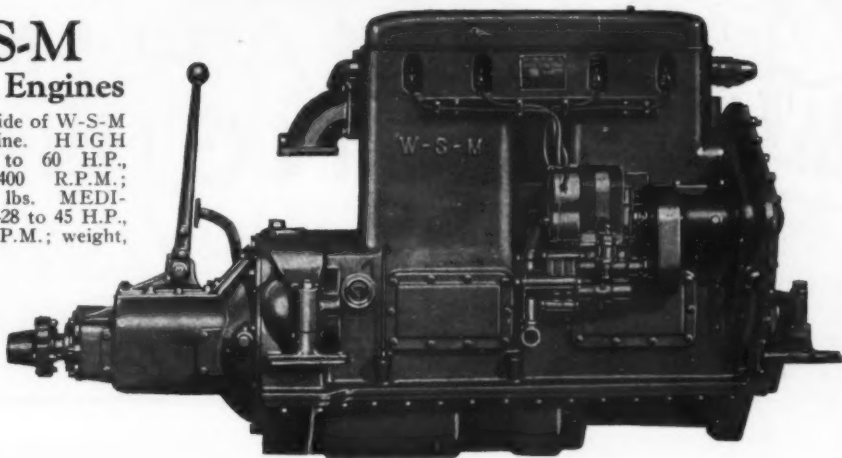
Established
1883

MODEL EUMS

C. N. CADY CO., Inc., 304-E Center St., Canastota, N. Y.

W-S-M Marine Engines

Starboard side of W-S-M Marine Engine. HIGH SPEED—48 to 60 H.P., 1000 to 1400 R.P.M.; weight, 1350 lbs. MEDIUM DUTY—28 to 45 H.P., 600 to 900 R.P.M.; weight, 1450 lbs.



Ideal for Cruisers and Work Boats

CRUISER and work boat service demand a rugged construction, dependable and economical operation and accessibility in the engine itself.

A one-piece block making a rigid backbone, removable cylinder walls, overhead valves, detachable cylinder head, pressure lubrication direct to every wearing surface without exposed oil piping, are some of the details that have made W-S-M Engines outlive the boats in which they have been installed.

The design is simple and the construction is rugged. The control is

easy and flexible and the engine is readily throttled without stalling, down to 150 R.P.M. for trolling and net work.

The W-S-M Marine Engine (known to the marine trade as the J-V-B Engine prior to September, 1922) is being produced by the same engineering and production organization that has been responsible for its development, and this organization has at its service machinery, tools and jigs of the latest type, designed especially for the engine, assuring precision, quality and absolute interchangeability of parts.

Ask for our 32-page Marine Bulletin, No. 74-B

The Sanderson-Cyclone Drill Co., Orrville, Ohio, U. S. A.

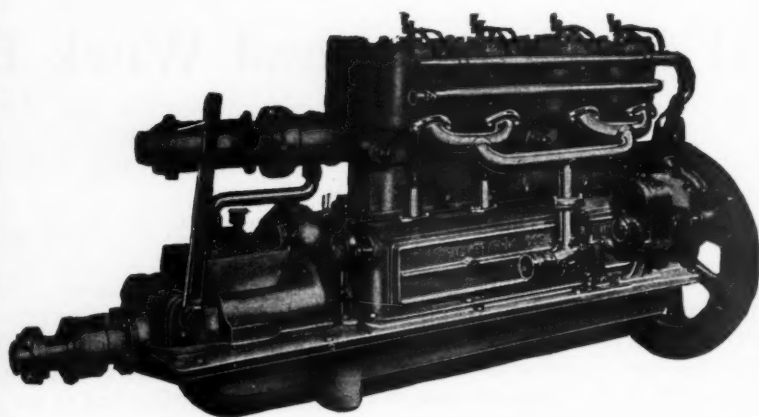


Sea Going Cruiser "Blue Bird"; Length, 72'; Beam, 12'; Draft, 3'-6". Twin-screw installation of two Medium Duty W-S-M Marine Engines driving this boat at 12 M.P.H. Owner, Mr. J. H. Tyson, Riverside, Conn.



MARINE ENGINES

*Known and Used
All Over the World*



The New Palmer 40

Detachable cylinder heads and a new multiple disc clutch, enclosed type.

Any reliable boat builder will install a Palmer motor in your boat. Ask him.

A large catalog, 1926 Edition, will be sent to your address at your request, showing other models of the famous Palmer line. Sizes from 2 to 80 horsepower.

Write today for further particulars

PALMER BROS. ENGINES, Inc., Cos Cob, Conn., U. S. A.

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Boston, Mass., Rapp-Huckins Co., 59 Haverhill St.
Norfolk, Va., Gas Engine & Boat Corp.
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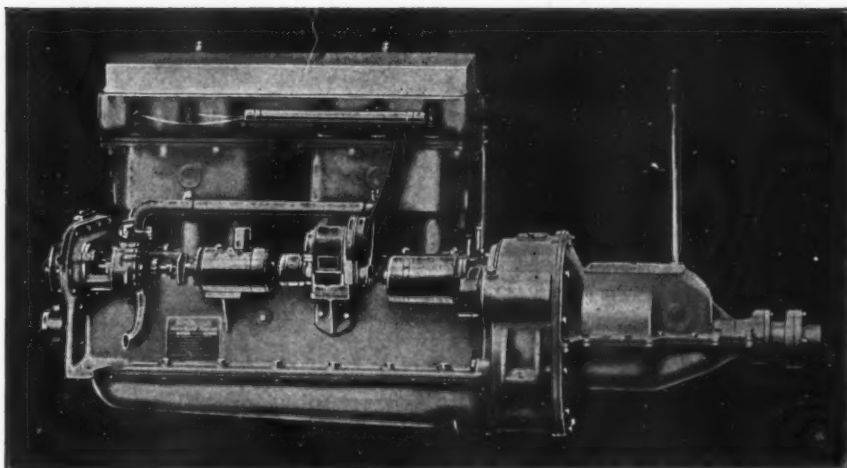
Tampa, Fla., 233 So. Water St.

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BRENNAN

STANDARD

MARINE MOTORS



The De Luxe Model for Fast Runabouts and Express Cruisers

THE BRENNAN De Luxe offers many refinements and advantages that make it the most highly developed known to marine engine construction. Features that are "extras" or "attachments" on other motors are integral with the BRENNAN—designed and built-in as component parts. You buy a complete power plant when you purchase a BRENNAN.

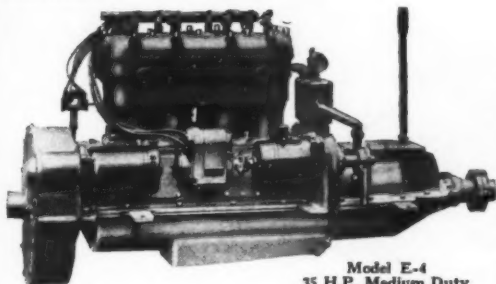
The De Luxe BRENNAN, high speed type, is made in two sizes for fast runabouts and express cruisers; 60 H.P., having a 4" bore and $5\frac{1}{2}$ " stroke; 100 H.P., having a $4\frac{3}{8}$ " bore and $5\frac{1}{2}$ " stroke. The latter size is also made for medium duty service for heavy cruisers, auxiliary power and work boats.

The Popular BRENNAN E-4

This honor-built BRENNAN enjoys great favor as the desirable four-cylinder power plant for runabouts and cruisers up to 40 ft. in length. Its unusually low operating cost and high efficiency, together with unvarying reliability under all conditions, give you lasting pride in its performance.

All types of BRENNAN motors are equipped with a special reverse gear which gives 100% reverse speed and is equivalent in safety to the four-wheel brakes on a car.

BRENNAN Standard Motors are made in four and six-cylinder types, ranging from 15 H.P. to 200 H.P., suitable for every size and type of boat from 16 ft. to 75 ft. in length.



Model E-4
35 H.P. Medium Duty
50 H.P. High Speed

Write today for illustrated catalog showing the complete line of BRENNAN Motors and let us outline our attractive Sales Plan to you

BRENNAN MOTOR MANUFACTURING COMPANY
500 E. Water Street Syracuse, New York

Write BRENNAN Before You Buy

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

BETTER PERFORMANCE

GREATER VALUE

HIGHER QUALITY

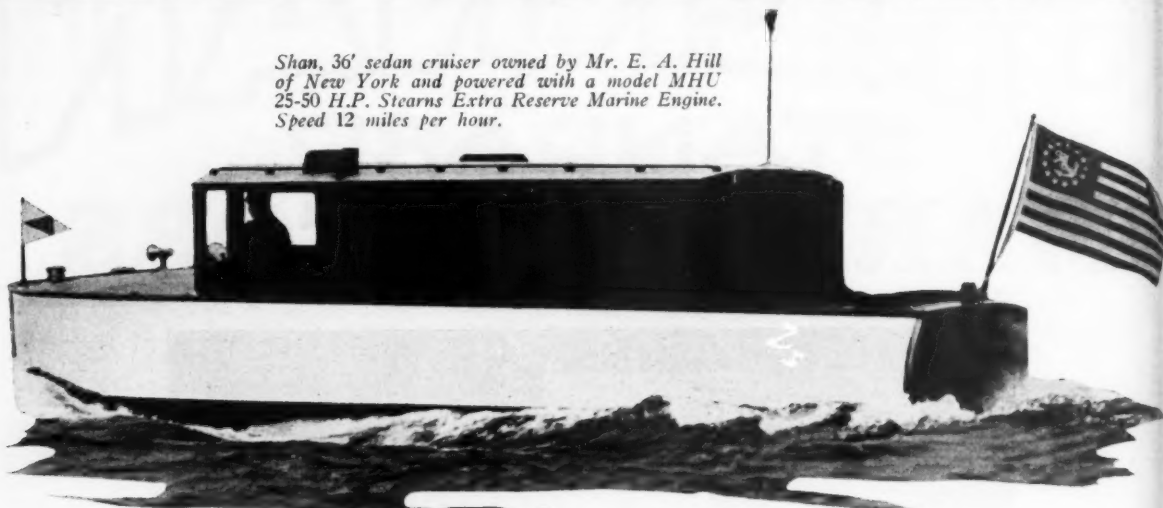
EXTRA RESERVE
STEARNS
MARINE ENGINE

FINER WORKMANSHIP

MORE ECONOMICAL

LASTING ENDURANCE

Shan, 36' sedan cruiser owned by Mr. E. A. Hill of New York and powered with a model MHU 25-50 H.P. Stearns Extra Reserve Marine Engine. Speed 12 miles per hour.

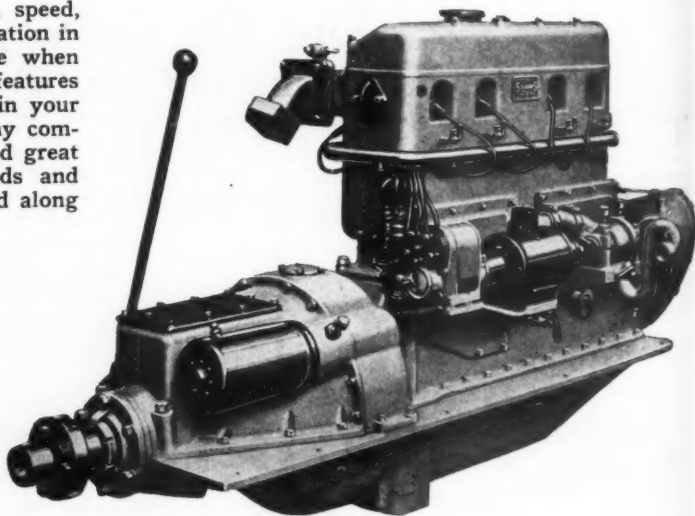


Do You Know of Any Better Marine Power Plant?

STEARNS owners tell us they know of no better, more reliable or more durable marine engine. You will agree with them, too, on the superiority of the Stearns after you have become acquainted with this good power plant.

You will better appreciate the endurance, speed, flexibility, economy and the absence of vibration in the Stearns Extra Reserve Marine Engine when you have a more intimate knowledge of its features and construction details. With a Stearns in your boat you will be proud of your craft in any company. Its smooth, brilliant performance and great staunchness have been proved in hundreds and varied kinds of boats on the waterways and along sea coast of America.

Small Series (4 cylinder type)				
Model	Bore and Stroke	Horse Power	Revolutions	Weight
MHU	4 1/2 x 6	25-50	500-1200	1080 lbs.
MHR	4 1/2 x 6	80	1800	950 lbs.
Large Series (4 cylinder type)				
MDU	5 1/4 x 6 1/2	35-80	500-1200	1750 lbs.
MDR	5 1/4 x 6 1/2	115	1600	1375 lbs.
MEU	5 1/2 x 6 1/2	45-105	500-1200	1800 lbs.
MER	5 1/2 x 6 1/2	140	1600	1400 lbs.
Large Series (6 cylinder type)				
MDU6	5 1/4 x 6 1/2	90-125	900-1200	2500 lbs.
MDR6	5 1/4 x 6 1/2	160	1600	2050 lbs.
MEU6	5 1/2 x 6 1/2	100-140	900-1200	2550 lbs.
MER6	5 1/2 x 6 1/2	180	1600	2075 lbs.



Go to the nearest Stearns dealer and see this remarkable power plant or write us today for catalog giving complete details.

STEARNS MOTOR MANUFACTURING CO.

Ludington
Michigan

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Agents and Dealers in All Principal Marine Centers, U. S. A. and Foreign Countries

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EVEREADY COLUMBIA Dry Batteries



Popular uses include—

motor-boat ignition
gas engine ignition
doorbells
buzzers
heat regulators
tractor ignition
starting Fords
ringing burglar
alarms
protecting bank
vaults
electric clocks
telephone and
telegraph
calling Pullman
porters
firing blasts
lighting tents and
outbuildings
running toys

Eveready Columbia Hot Shot Batteries contain 4, 5 or 6 cells in a neat, water-proof steel case. It is not a "Hot Shot" unless it is an Eveready Columbia.



Battery ignition is reliable

CLOSE the switch, rock the engine, and off it goes with a *bang!* That's the way with the battery-equipped boat. Eveready Columbia Dry Batteries connected to a good dry battery ignition system provide hot, sure-fire sparks not only for starting, but for running. Regardless of speed the spark is the same in power and that is the unique feature that means reliability. In addition, such a system is less liable to be put out of commission by rain, waves or spray, especially if the Eveready Columbia Hot Shot in its water-proof steel case is used. This battery will continue to fire with undiminished vigor regardless of weather. For quick starting and never-miss running, use Eveready Columbia Dry Batteries. There is an Eveready Columbia dealer in every port.

Manufactured and guaranteed by

NATIONAL CARBON COMPANY, INC.
New York San Francisco

Canadian National Carbon Co., Limited, Toronto, Ontario

1 1/2 volts.
Fahnestock
spring clip
binding posts
on the Ever-
eady Colum-
bia Ignitor at
no extra cost.

MoToR BoatinG Advertising Index

Prices quoted in Advertisements are subject to change without notice

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Hallett Mfg. Co.....	115	M		M			

Bon Voyage!

THAT is MoToR Boating's wish to all boating enthusiasts for the season now upon us. Put your boat overboard early; keep her in late. The season isn't any too long. So why not get all you can out of it? Do more cruising and take longer trips. There are many places right in your own section of the country that beckon to you with grandeurs you have not yet seen.

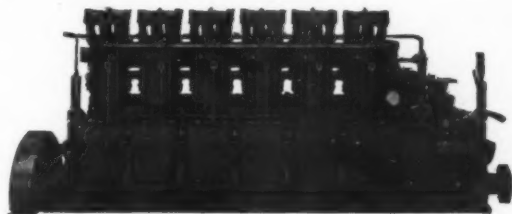
This wish of Bon Voyage is not an empty one. It is full of sincere earnestness. Every issue of MoToR Boating contains a wealth of information, help and hints for the boat owner. And, too, there is plenty of entertainment in the form of articles to while away the hours, to give added zest, to your hobby.

The boating industry, which is ever striving to improve the sport, to make it more economical and to put boating within reach of more people, uses the columns of MoToR Boating more than any other magazine to tell you of its new products—boats, engines, accessories and equipment, etc. Let these advertising pages serve you as a guide to greater enjoyment of your boating hours.

Standard Oil Engines

"FULL DIESEL"

The preference shown for the Standard oil engine in yacht installation is due to the quiet running, absence of vibration, simplicity of design, reliability, absolute safety with low pressure air. The only direct reversing engine built in three, four and six cylinder sizes.



135 H.P. 6 cylinder direct reversing full Diesel Standard oil engine. These engines in 24 hour tests have shown a fuel consumption of .38 of a pound of fuel oil per hour per brake horse power.

Write us your requirements for either Gasoline or Oil Engines

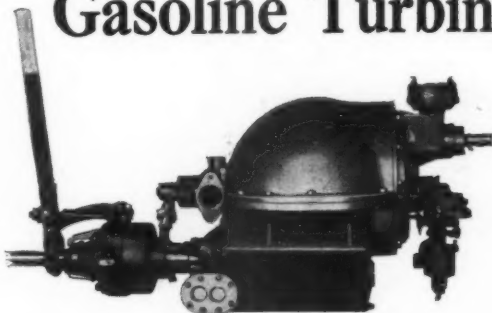
Back of the STANDARD Gasoline and Oil Engines is the

STANDARD MOTOR CONSTRUCTION CO.

178 WHITON STREET

JERSEY CITY, N. J., U. S. A.

Gasoline Turbine Type Power Plant



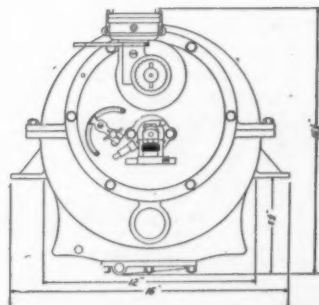
Model "D" Marine Turbine Motor. 20 H. P. Speed range 300 R. P. M. to 5000 R. P. M. Weight 125 lbs.

THE Turbine Type Marine Motor has all of the characteristics of the turbine engine principle, but does not use blades. In principle and design it differs distinctly from any type of gasoline engine heretofore constructed. Its weight is less than one-half that of the reciprocating motor of the same power. In actual operation the Turbine Type Marine Motor has proven to be more economical, both in fuel and oil consumption than any reciprocating engine of equal power.

There are only about twenty essential parts used in the construction of this motor. No crankshaft, no poppet valves or reciprocating parts are used, consequently there are no reversal strains, impact shocks or alternating stresses to cause either wear or vibration. The chambers and reaction members in the Turbine Type Marine Motor are strictly rotating elements around different centers. These rotating parts are so accurately designed that perfect balance is secured in all positions and at all speeds. The result is a perfectly smooth, even rotary movement without any vibration. So smooth is its operation that it is hard to judge when the motor is running. Its installation requires no more than one-quarter the space taken up by the old type of reciprocating engine.

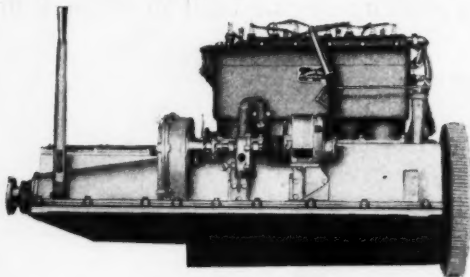
Further details sent upon request
AMERICAN GAS TURBINE CORP.
 1926 BROADWAY, NEW YORK, N. Y.

Phone: Trafalgar 3846

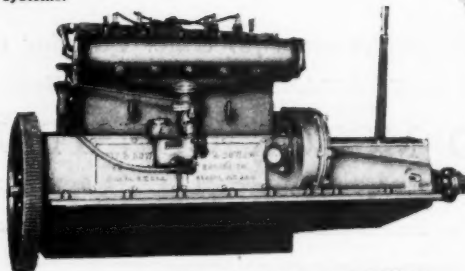


FAY & BOWEN

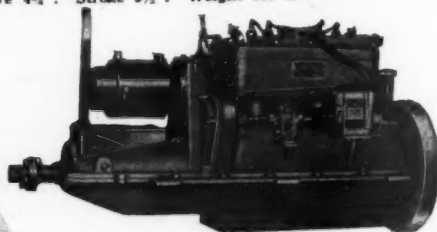
MARINE ENGINES



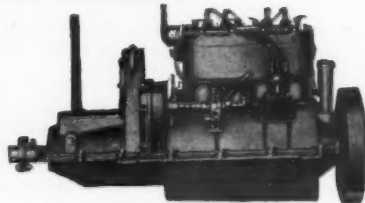
MODEL LN-43
40 H.P. at 1000 R.P.M.
Bore $4\frac{1}{4}$ ". Stroke $5\frac{1}{2}$ ". Weight
950 lbs. Two complete and independent ignition systems.



MODELS LSN-43 and LNA-42
LNS-43—60 H.P. at 1400 R.P.M.
Bore $4\frac{1}{4}$ ". Stroke $5\frac{1}{2}$ ". Weight 750 lbs.
LNA-42—45 H.P. at 1400 R.P.M.
Bore $4\frac{1}{4}$ ". Stroke $5\frac{1}{2}$ ". Weight 700 lbs.



MODEL LC-41
27 H.P. at 1800 R.P.M. Bore $3\frac{1}{2}$ ".
Stroke $4\frac{1}{2}$ ". Weight 540 lbs.



GOBEST
14 H.P. at 1800 R.P.M.
Bore $2\frac{13}{16}$ ". Stroke 4".
Weight 385 lbs.

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